

FIRST-CLASS WINE AT  
A THIRD-CLASS PRICE.  
**DE LOSSY HOLDEN**  
VINTAGE 1892.  
Per Case Quarts ..... \$42  
Per Case Pints ..... 45  
No Better Wine on the Market.  
**H. PRICE & CO.,**  
12, Queen's Road Central.

# Hongkong Daily Press.

ESTABLISHED 1857.

RELIEVES COLDS  
**BLACKBERRY**  
**BRANDY.**  
FRENCH:  
Per Qt. \$3. Pint \$1.75  
AMERICAN:  
Per Qt. \$1.40. Pint 0.85  
**H. PRICE & CO.,**  
12, Queen's Road Central.

No. 14,568 號捌十陸百五千四萬一第 日七初月壹十年十三緒光 HONGKONG, TUESDAY, DECEMBER 13TH, 1904. 二拜禮 號三十月一十年四零百九千一英港香 PRICE, \$3 PER MONTH.

  
A CHOICE AFTER-DINNER WINE  
**WATSON'S**  
**D. PORT**  
VERY FINE OLD VINTAGE.

**A. S. WATSON & CO.**  
**LIMITED.**

ALEXANDRA BUILDINGS.

**CUTLER, PALMER**  
**& CO.'S**  
PRICE \$11.00 PER DOZEN

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**"SPECIAL BLEND" WHISKY**  
Blend  
Selected  
Distillations of the  
Finest Scotch Whiskies  
Apply to  
**SIEMSEN & CO., Hongkong.**

**LANE, CRAWFORD & CO.**

Have been appointed

SOLE AGENTS

FOR THE

**OLD  
BLEND  
WHISKY.**

The Brand of the  
OLD  
COACHING DAYS

Price Per 1 Doz. Bot. \$14.00  
" " 1 " Flasks 8.00  
" " 1 " " 5.00  
" " 2 Gallon Jar 14.00

**THE WINE GROWERS'  
SUPPLY CO.**



Direct Importers of Wine, Beer and Spirits  
from well-known Growers, Brewers and  
Distillers.

Price List on application.  
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Nos. 22 & 24, Bank Buildings,  
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**WING SUN & CO.,**

No. 54, QUEEN'S ROAD CENTRAL  
(Premises Formerly Occupied by Messrs.  
U. J. Gaupp & Co.)

**HIGH-CLASS TAILORS & OUTFITTERS.**  
SHIRT & BREECHES MAKERS.  
Fit, Quality, Workmanship Guaranteed.

Prices Very Moderate.  
Now Showing:—New lot of Tweed Suits,  
Trousers, and Fancy Vestings.  
Also Smart Neckwear, Stylish Boots and  
Shoes, and Fashionable Hats and Caps in  
Highest Grade.  
Inspection Invited.  
Hongkong, 5th August, 1904.

**GREEN ISLAND CEMENT COMPANY**

**PORTLAND CEMENT.**

Casks of 375 lbs. net \$5.00 per Cask ex Factory  
Bags of 250 lbs. net \$3.20 per bag ex Factory

**SHEWAN, TOMES & CO.**

General Managers.  
Hongkong, 1st September, 1904.

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No. 8 & 10, ICE HOUSE ROAD.

THESE premises, formerly known as the  
Club District and the Waverley Hotel,  
have been thoroughly renovated and furnished  
in excellent style as Private Family Hotels.  
Cool Rooms, Comfort of Residents, and the  
Cuisine a specialty.  
Apply to—  
**THE MANAGER.**  
Hongkong, 7th October, 1904.

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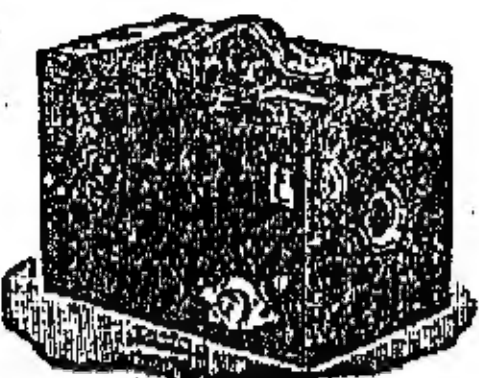
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AT THE DISPOSAL OF AMATEURS

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Hongkong, 15th August, 1904.

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LAHMEYER ELECTRICAL CO., LD.**  
LONDON,

**ELECTRIZITAETS ACTION GESELLSCHAFT FORM.  
W. LAHMEYER & CO., FRANKFURT A/M.**

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION  
Apply to—

**SIEMSEN & CO., SOLE AGENTS FOR CHINA.**

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CHEMISTS AND PERFUMERS,

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**CALDBECK, MACGREGOR & CO.**

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Hongkong, 8th December, 1904.

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ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

The following are some of their Stocks with the undersigned:—

**SUPERB OLD COGNAC,**

\$23.50 PER DOZ.

Distinguished by Four Stars on the label.

**C.P. & Co.'s INVALIDS' PORT**

\$21 PER DOZ.

This fine Wine is old, soft, and of grand flavour.  
See analysis and certificate by Professor Cassal.

**ANOTHER FINE COGNAC, \$18.50 per doz.**

Less old than the above.

**IMPERIAL BRANDY**

\$12.00 PER CASE.

**THE ELITE OF WHISKY—**

**THE "PAIL MAIL,"**

\$21 PER DOZ.

11 Years old: the finest quality shipped.

Each bottle bears an Analyst's certificate.

**C. P. & Co.'s OWN SPECIAL**

**BLEND WHISKY,**

\$11.00 PER DOZ.

Very soft, palatable, and mature

EVERYBODY SHOULD TRY THESE

**DOURO PORT,**

\$15.00 PER DOZ.

A fine, full, and fruity wine.

**AMOROSO SHERRY,**

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\$17.00 PER DOZ.

A natural and most pleasant wine to the taste

**BENEDICTINE LIQUEUR—**

**D.O.M.,**

\$41.75 PER DOZ. QUARTS.

\$43.75 PER 2 DOZ. PINTS.

THEY ARE UNEQUALLED AT THE PRICE

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**FURNITURE, SUNDRIES & PHOTOGRAPHIC GOODS**  
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"PRIMUS" CAMERAS & ACCESSORIES.  
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BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY  
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Agents for H. W. JOHN'S ASBESTOS GOODS.

Cable Address "MARINEWORK" Hongkong.

Telephone No. 353.

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Hongkong, 24th August, 1904.

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TAILORING DEPARTMENT.

AUTUMN AND WINTER SUITINGS

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LATEST AND MOST FASHIONABLE STYLES.

EXPERIENCED LONDON CUTTERS  
ONLY EMPLOYED.

LARGEST AND BEST SELECTED STOCKS  
IN THE EAST.

SEE SPECIAL LIST.

## LANE, CRAWFORD & CO.

Hongkong, 31st October, 1904.

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23 and 25, QUEEN'S ROAD.

CHRISTMAS STOCK.

Now on View. All New.

NEWEST NOVELS, ANNUAL VOLUMES,  
DIARIES.

JUVENILE GAMES of all kinds:—  
QUARTETTE, HALMA, LUDO, SNAP FLAM,  
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CRICKET SETS FOR BOYS, BADMINTON,  
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TENNIS—DURETY, E.M.G. DEMON, UNICORN,  
CHAMPION, FALCON, &c., RACKETS.

LARGE NEW STOCK ENGINEERING AND  
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SPALDING'S RACKETS, BASE BALL GOODS, &c

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DOMINOES, PLAYING CARDS, BRIDGE  
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**—(MITSUMI & CO.)**

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LONDON BRANCH:—24, LIME STREET, E.C.  
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CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the Stat.  
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SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and  
SOLE AGENTS for Hokoku, Honjo, Kanada, Fujiyama, Mameda, Mannoura, Onoura Otsuji,  
Sasabara, Tsukakuro, Yoshinotani, Yoshio, Yonokibara, and other Coals.

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**QUAN WAH & CO.**  
GRANITE AND MARBLE MERCHANTS.  
EXPORTERS AND CONTRACTORS.

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All descriptions of

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Prices & Estimates on Application.  
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Hongkong, 17th October, 1899.

**PURE FRESH WATER.**

**THE HONGKONG STEAM WATER-**

**BOAT CO., LD.,** is prepared to supply

ANY QUANTITY of PURE FRESH

WATER to the Shipping, both for Deck and

Boilers.

Call Flag W.

J. W. KEW,

Manager,

1st Floor, 37, Connaught Road

Hongkong, 13th June, 1903.

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### HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 persons.

131 Bedrooms.

Elegantly Furnished Reception Rooms.

Private Bar and Billiard Rooms for Hotel  
Residents.

Hydraulic Lifts to each Floor.

Electric Lighting and Fans.

Every Comfort.

Ladies' Afternoon Tea Rooms.

Ladies' Cloak Rooms.

Matron in attendance.

CHARGES MODERATE, AND NO EXTRA.

H. HAYNES

Manager.

### THE PEAK HOTEL.

Admirably Situated. Sheltered from the  
North-East Monsoon and Open to the South-  
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A COVERED GANGWAY LEADS  
FROM THE TRAMWAY TERMINUS  
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Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard-Rooms

Hot and Cold Water throughout.

Electrically Lighted. Electric Fans (if  
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Electric Passenger Elevator to each floor.

Table D'Hôte at separate tables.

For Terms, &c., apply to the—

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### CONNAUGHT HOTEL.

A FIRST CLASS HOTEL Situated near  
the Banks and Principal Offices.

Excellent Cuisine and Wines.

Large and Lush Rooms, Elegantly Furnished

Hydraulic Elevator, hot and cold water  
throughout.

Special Rates for Tourists.

Laundry Service for Guests.

For Terms, apply to the

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Hongkong, 31st October, 1902.

### MACAO

AND

CANTON

HOTELS.

A LITTLE CHANGE.

THE Round Trip from HONGKONG

to MACAO, thence to CANTON and back to

Hongkong, will be found interesting and

enjoyable

WM. FARMER,

Proprietor.

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(HOTEL-SANITARIUM OF SOUTH

CHINA)

MACAO

HAS been re-opened under European

management and most strict supervision

as to food, cleanliness, and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desirous of

a few days rest and quiet.

Comfortable accommodation for travellers

paying a visit to the historical and picturesque

colony of Macao.

Macao is 40 miles south-west of Hongkong

One steamer (s.s. *Heungshan*), daily to and

from Hongkong, and two steamers to and from

Canton, give easy communication with both

these centres.

Cable Address—"BOAVISTA."

For Terms, apply to

THE MANAGER.

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**A. LING & CO.,**

FURNITURE STORE.

PLATED GLASS AND CROCKERY

WARE, &c., &c.; and FOOCHOW

LACQUERED WARE.

68, QUEEN'S ROAD CENTRAL

Hongkong, 21st September, 1903.



## INTIMATION

**A. S. WATSON & CO.,**  
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

## PORTS

Per Doz.

B. (RED CAPSULE) A GOOD FRUITY

WINE. ... \$16.00

C. (BLACK CAPSULE) A FINE LIGHT

PORT, Several Years in Bottle, and

particularly recommended for In-

valids. There is no better value for

money in Hongkong ... \$20.00

D. (VIOLET CAPSULE) VERY FINE

OLD VINTAGE. A full bodied

after Dinner Wine well known and

liked all over the East ... \$27.00

Port, required for immediate use should be

ordered to be decanted before being sent out.

**A. S. WATSON & CO.**  
LIMITED.

ALEXANDRA BUILDINGS.

of the course of British public opinion he would have seen that in this particular he was merely reiterating views such as have throughout been the actuating groundwork for those recent unfriendly comments of the British Press, which have inspired the Imperial Chancellor's latest declaration. Friendship towards Germany is in fact traditional in England for at least the greater part of the last four centuries. It shone conspicuously in the wars of the seventeenth century, and was emphasised in the great struggle against Napoleon where German and English soldiers fought side by side in many a hard won field. Englishmen have not forgotten this, and are quite prepared to do it again. As essentially commercial nations the interests of the two are bound up with peace, and there is nothing in the commercial rivalry of the two that could not be better met by peaceful measures than by invoking the horrors of war. Still that there has been a serious estrangement between the two is undeniable, and it would be well did Count von Buelow probe a little more closely into the underlying reasons.

They are in a few words, not at all commercial, but have much deeper foundations. Composed, as Europe is, of a number of independent states in a similarly high position of civilisation, it stands to reason that there are always to be found by the statesman who goes out of his way to sow discord an opportunity for disputes of greater or lesser intensity; the most vulgar, and longest abiding of these, is the lust for territory, merely for territory's sake. It is evident that in a completely populated continent, such as is Europe, no opportunity exists of extending frontiers without committing acts of wanton aggression; and such cannot be submitted to by any self-respecting nation without taking up arms in self-defence. The effects of such aggression do not alone concern the attacked country, but are apt to be far reaching, and at all events to seriously affect the interests, commercial or political, of all the neighbours. Such a state of affairs occurred in 1864, when Germany crossed the Elbe and took possession of Schleswig on a pretext, regarding which Lord Palmerston at the time stated only three men in Europe ever understood it. Two of these he added were dead, and the third, himself, had forgotten. In effect the occupation of Schleswig did not produce a universal war, but it created very general disquietude. Again Germany provoked a war with Austria, and this led to the reorganisation of Germany. It too did not provoke a European war, but the new arrangements were not come to without producing a considerable feeling of insecurity on the part of the other Powers. Probably in both these cases there were deep seated causes at work, far deeper than the mere ambitions of rulers or ministers, and this seems to have been the reason why, consciously or unconsciously, the other states in the end coincided in the new arrangements. Then followed the great war with France, which ended in the addition of Alsace and Lorraine to the German Empire. We are not going to sit in judgment on that acquisition; none of the other states protested, and most looked upon it as inevitable. Its moral effects upon Germany were, however, not good, for from that time Germany has, in the opinion, at least, of most of her neighbours, exhibited symptoms of earth hunger. Nor has she had the virtue of keeping the disease to herself. Germany towards the close of the eighteenth century got herself mixed up in a very discreditable affair by joining in the partition of Poland. It is true it has brought her little advantage, but the odium always resting on the perpetrator of a dark crime remains still hanging over Germany, and she has done little or nothing to remove it. In a comparison of criminality in the case doubtless the greater weight of the crime rested with Russia, and Russia has since by her conduct towards Poland deserved at the hands of Europe still further reprobation. It is generally a wise precaution before coming on too intimate terms with a man to enquire into his associates, and it is often in the case of nations necessary to take similar precautions. Now it unfortunately happens in the case of Germany that her most intimate friend turns out to be this same Russia. We have the testimony of Germany's great statesman Bismarck, that while he was Imperial Chancellor and outwardly a close ally of Austria, and bound more especially to protect her against any encroachments of Russia, he was actually plotting with the latter the partitioning of his ally. It is true that this was one of the things that on the accession of the present Emperor led to the disgrace of Bismarck, but his conduct

has never been openly repudiated, and to the present moment Russia is permitted to appear as the bosom friend of Germany, rather than hurt whose feelings she showed herself as ready to repudiate her engagements with England as formerly with Austria. Still, if there were any sign that Germany was disposed to cultivate a little more friendly relations with England, it is not the custom of the latter country to refuse the hand of fellowship, but as if to accentuate her former policy we find her actually entering into new engagements with Russia. An understanding which in Germany itself is held a public scandal has long existed for the rendition to Russia of all political refugees. Unless in the case of actual dependence it is difficult to interpret such an agreement except as identifying the policy of the two countries. More recently this has been supplemented by an engagement to surrender military deserters. Again under ordinary circumstances Germany keeps at Russian headquarters a military attaché; this of course is the ordinary practice of all civilised nations, and calls for no comment. But Germany is not content with this, but confides her attaché personally to the Russian army, as himself a Russian officer, and as such bound to be under the Tsar's actual orders, and so giving German official approbation to all military operations of the Russian army. This it is true may not mean much, and doubtless the Tsar would head as little the German Emperor's remonstrances as he would those of the world at large. Still no independent state would care to endorse beforehand every detail of Russian strategy, and unless Germany intend to proclaim abroad that she is ready to do this the appointment of such an officer is difficult to explain. These are only feathers, and of themselves of no weight or importance, but feathers are the best means for indicating the way the wind is blowing, and Germany by her rather conspicuous display of these petty attentions seems, unconsciously perhaps, to intimate to the world how consonant with her own are Russian's methods. These are the real difficulties, and not any unfriendliness on the part of Great Britain, that keep apart the two countries.

The German Mail of the 9th November was delivered in London on the 10th inst. Twelve thousand Russian refugees have arrived in Great Britain during the last three months; the number is increasing. In our Supreme Court report on Saturday, we gave the name of a defendant as J. A. Silva. We are informed that it should have read J. J. da Silva. The plague return for last week records three cases, all fatal. The year's total is now 508, with 493 fatalities. There were five cases of enteric fever, three of them imported. A billiard match between Sergeant Major Finlan of Wellington Barracks and Sergeant Desley of the R.A.M.C., two crack players, was played at the Barracks last evening. The game was 300 up, and was won by the Sergeant Major by 140. Return of visitors to the City Hall Library and Museum for the week ending the 11th December, 1904, were 247 non-Chinese and 108 Chinese to the former, and 118 non-Chinese and 1,687 Chinese to the latter institution. The annual general meeting of members and associates of the local branch of the Navy League takes place at the City Hall on the 19th inst. Mr. H. E. Pollock, K.C., will take the chair, and the Hon. Secretary is Mr. A. R. Love. On a lifeboat which was recovered from the wreck of the *Rakstovnyy* in Chefoo harbour the name of *Hipsang* can be clearly traced under the coat of paint with which the Russians evidently attempted to conceal it, a sufficient confirmation of the story that this was the destroyer that accounted for the ill-fated steamer. To this alarming report, the obvious answer is "what then?"

The Russian destroyer *Grossovoi*, hitherto moored near the Chinese Bund at Shanghai, has been, with the consent of Yuan Tactai, taken over to the Pootung side to lie with the *Akeld* and *Mandjour*. This has been done at the request of the Russian Consul-General, on the ground that it was extremely inconvenient for the destroyer's crew to cross over to Pootung for their daily constitutional. A plan is on foot among certain wealthy Chinese to stem the tide of emigration of coolies abroad by opening to agriculture some 500,000 mow of land now lying fallow and uncultivated in the district of Hsienhsien, in Leichow prefecture, Kwangtung province. The lands in question are said to be rich and suitable for all kinds of cereals, and the cultivation of the sugar cane as well as hemp. There are also other extensive tracts of fine arable land in other parts of Kwangtung province, which are at present unimproved, also to be thrown open to immigrants as soon as matters can be arranged.

On the 28th inst. the Great Northern Steamship Company's new steamer *Minnesota* (length 630 feet and 28,000 tons capacity) sails from Puget Sound on her first voyage to the Orient.

The *Sishan* evidently failed in her attempt to reach Port Arthur, and put into Chefoo, and has returned to Shanghai with her original cargo. The *N.C. Daily News* says that the *Peiping*, which is reported to have twice evaded the Japanese blockading squadron, now loads from lighters amongst the shoals at the back of the Shaluithen lighthouse, thirty-two miles east of Taku.

Mr. A. H. Ahrens of Shanghai was found dead in his bed at his residence on the 5th inst. The German Consular authorities were called in, and from the circumstances it would seem that deceased committed suicide by poison. He made a will only a few days before and left a note containing directions for his burial. At half-past nine the previous night deceased was at the Masonic Club and appeared in his usual health and spirits. He was a well known business man, aged forty years.

The *N.C. Daily News* announces the death of Mr. Dzan Kit-foo, which occurred on Dec. 4 at Shanghai. Mr. Dzan was one of the first students sent out by the Chinese Government for education in America, most of whom have succeeded in making a mark for themselves since their return to China. He was an able English scholar and was connected with some of the legal firms there. He leaves a widow, four daughters, and a son to mourn his loss, and to them a very large number of both his foreign and Chinese friends extend sympathy.

**SUICIDE AT CHEONG CHAN KIN.**

At about 8 p.m. on the 10th inst. the wife of a Chinese Missionary teacher at Cheong Chan Kin committed suicide by hanging herself to the rafters of the house during a fit of temper. She was in such a rage that her husband was afraid to approach her, and made off for assistance. When he returned with some friends to console her, they found her dead body hanging from a beam.

**LAST EVENING'S CONCERT.**

THE BAND OF THE "FUBERT RISMARCK" AT THE CITY HALL.

By permission of Admiral von Pritzwitz the band of the German flag ship *Fuerst Bismarck* last evening gave an orchestral concert at the City Hall. There was a large and very appreciative audience. The programme was as follows:—  
March "Major General," from "The Pirates" Sullivan  
Overture O. P. "Figaro's Wedding" Mozart  
Andante a. d. V. Sinfonia Haydn  
Patriotic a. d. V. Sinfonia Verdi  
Waltz "Villase Swallows from Austria" Strauss  
Overture Z. O. P. Martha Flotow  
(a) "Smart very Smart" (String Quartet) Gillett  
(b) Monnet  
Grand Fantasia a. Lohengrin Wagner  
King Edward March Olsen

**TRIAL TRIP OF THE "FATHOMER."**

The new survey steamer *Fathomer*, built at the Kowloon Docks to the order of the American Government, for service around the Philippine Islands, underwent her trial trip yesterday. First of all she went over the measured mile and then out to sea towards Macao. Altogether she was eight hours under steam, and during four hours at full speed averaged 10.6 knots—over half a knot more than contract speed. The Dock Company is to be congratulated. Great satisfaction is expressed.

**SIR PAUL CHATER'S PRESENT TO KOWLOON.**

To-day the foundation stone of the new Church which is to be dedicated to St. Andrew and is about to be erected and presented to the Colony by Sir C. P. Chater, C.M.G., will be laid. The Church will stand on a commanding site on the Robinson Road granted by the Government and containing 67,500 superficial feet in area. The Church is designed by Messrs. Leigh and Orange, the Honorary Architects. There are two entrances from the Western end, one in the Tower and the other through the Baptistry. They lead to a Nave 55 feet by 26 feet wide with side Aisles. The Choir and sanctuary are situated at the Eastern End beyond a main Chancel Arch. On the North side of the Chancel is a Parish Vestry 16 feet by 14 feet 6 inches and on the South side a Sacristy and Choir Vestry. The Columns to main piers will be of Grecian marble from Athens.

**INQUEST.**

RE YUEN CHAN, DECEASED.

At the Magistrate's yesterday afternoon Mr. H. H. J. Gompertz held an inquiry into the cause of death of a Chinaman named Yuen Chan, who was killed at the Naval Yard Extension on the 22nd ultimo. Messrs. W. E. Claret, W. J. Ratley and J. V. Hayes were empanelled as a jury. The coroner stated that the deceased was working in an excavation from which bags of dirt were being raised by a crane. As nine bags were being hoisted up, the rope of the crane gave way, and the weight, falling on the deceased, crushed him. The evidence of Dr. Hunter showed that fracture of the skull was the cause of death. As the evidence with regard to the number of men employed on a crane was conflicting a partner of the firm stating that three men were employed, while the driver of the crane at which the accident happened said he did all the work—the inquiry was adjourned until Friday afternoon at 2.15, when the engineer in charge of the cranes is to be called to give evidence.

## TELEGRAMS.

["DAILY PRESS" SERVICE.]

"SECUNDR" SUNK.

LONDON, 12th December.

The steamer *Secundra* sank off Galle. Seven of the crew were drowned.

THE BRITISH NAVY.

LONDON, 12th December.

The details of the Naval Re-organisation Scheme are published. There will be three main fleets, with bases in the Channel, Atlantic, and Mediterranean respectively, and a thoroughly efficient Reserve. Commissions will be for two years. All obsolete vessels are to be withdrawn.

Sir Edward Hobart Seymour, G.C.B., has been put on the active list of Admirals of the Fleet. Sir Lewis Anthony Beaumont, K.C.V.G., succeeds Rear-Admiral W. H. Henderson as Admiral Supt. of the Devonport Yards. Prince Louis of Battenberg has been given command of a second cruiser squadron. Reginald Friend Hannum Henderson C.B. (formerly superintendent of Portsmouth Yard) succeeds Vice-Admiral Rice as Admiral commanding the Coastguard and Reserves; while Captain Henry D. Barry takes his place at Portsmouth.

[REUTERS' SERVICE.]

GERMANY.

LONDON, 10th December.

In the Reichstag during a debate on the Budget and the Army Bills the Socialists opposed the increase of the army on the grounds that Russia was crippled; they renewed the charges against the Government of partiality to Russia in the war. Count von Bulow deprecated sentimental views on delicate questions of international policy such as caused people to take the wrong road in the South Africa war; he asserted Germany's complete neutrality and ridiculed the suggestion that there was a secret treaty between Russia and Germany; the more the Press and the Socialists attacked Russia the more must he exert himself to keep peaceful and friendly relations with Russia; it was impossible to ignore that the undercurrents in Europe were impelling towards warlike complications; Germany was now as ever the bulwark of peace, but solely because she was strong.

THE WAR.

["DAILY PRESS" SERVICE.]

RIOTS AT ST. PETERSBURG.

LONDON, 12th December.

There have been serious anti-war riots at St. Petersburg.

[BY COURTESY OF THE JAPANESE CONSUL.]

STILL WRECKING PORT ARTHUR.

Tokyo, 12th December.

The Port Arthur army reports that the bombardment from Golden Hill on the 11th inst. inflicted considerable damage to a wireless telegraph station and set the arsenal afire.

(From Northern Papers.)

MORE SKIRMISHES ON THE SHAHO.

Tokyo, 5th December.

Marshal Oyama reports that the Japanese occupied Kuchiatze on Saturday morning. They had twelve wounded, the Russian losses being over thirty.

The Russian artillery fired on Waitoushan, and two or three companies of infantry advanced on the position, on Saturday evening, but they were repulsed.

THE "CALCHAS" FREE AT LAST.

NAGASAKI, 5th December.

The blue-funnel liner *Calchas* arrived here to-day. The captain can give no information about Vladivostok, as his vessel has been liberated on bail, pending the decision of the High Prize Court at St. Petersburg.

VLADIVOSTOCK NEWS.

Tokyo, 5th December.

It is reliably ascertained that the *Bogatyr* and *Gromoboi* have proved to be totally unfit for service. The *Rossia* is only moving about in the harbour of Vladivostok, where the ice is not yet so thick as to necessitate the use of ice-breakers.

THE DIET AND THE WAR.

Tokyo, 3rd December.

Count Katsura, the Premier, and Baron Sone, Minister of Finance, addressed the House of Representatives this afternoon. Count Katsura said that the prospects of peace were still remote, and thus the greater responsibility was incumbent on them to realise the ultimate object of the war. The Representatives passed a unanimous vote of thanks to the army and navy, and also thanked Baron Teruchi, Minister of War, and Baron Yamamoto, Minister of the Navy. A conference between the Cabinet and the leaders of the Seiyukai and the Progressives is to take place on the 7th inst.

The recent adoption of the Continental style of seating in the House of Representatives, the Seiyukai being in the right centre, the Progressives on the left, with the whips being *face-a-tata*, has expedited matters and been a distinct success. It regularises the business of the House so long as the co-operation of the two great parties continues, a result which the Progressives endeavour to achieve by every means, in view of dealing with the post-bellum programme.

The *Nichi Nichi* continues its campaign at the Ministerial programme, but the general tendency is particularly favourable to the Government.

**THE JAPANESE SUCCESS AT PORT ARTHUR.**

TOKYO, 4th December.

The occupation of Akasakayama was made as secure as possible on the 3rd inst. Since the recent capture, the Russians from the north-eastern batteries have been streaming towards the 203-metre hill. Another development is probable soon.

**DETAILS OF THE FIGHTING.**

TOKYO, 4th December.

The vernacular journals give a day-by-day description of the capture of the 203-metre hill. Several charges were made against the north-eastern forts on the afternoon of the 26th ult., but without success.

The right column of the right army made several charges on the afternoon of the 27th against the so-called Akasakayama, 300 yards south of the 203-metre hill, with big guns. The fourth charge was effective at 4 p.m. and pressed the Russians to their secondary entrenchments at the back of the fort. Three counter-attacks were made on the right, and finally the Japanese retired to their trenches 300 yards to the southward.

At dawn on the 28th the Japanese set out to storm the 203-metre hill, and proceeded at 11 a.m. into the valley between the 203-metre hill and Akasakayama. There was a large sacrifice of life in consequence of their being between two Russian fires.

They then charged the south-eastern top of the northern high hill, and another body charged the south-western corner. There was a severe duel between the opposing forces, who used hand grenades.

At dawn on the 29th the Russians made a furious counter-attack on the Japanese on the south-eastern top, who retired into the valley down the perpendicular face of the hill. The Japanese on the south-western top also retired thirty yards; nevertheless the prospects were favourable.

The whole of the reserves joined on the 30th, and at dawn the Japanese charged from the south-western corner. They met with a stubborn resistance all the morning, but the fire from the Japanese big guns was effective, and by three in the afternoon the range was got more precisely, and the Russian dead fell in heaps, while the shallow-draught gun-boats made a high-angled bombardment from Piersen Bay.

The Japanese forces on the northwest charged up to thirty yards at 5 p.m., meeting a stubborn resistance, and the Japanese casualties were very numerous.

Meanwhile reinforcements arrived, and further furious charges were made, the Russians gradually retiring.

The south-western top was occupied at 7 p.m. and the north-western at 8, resulting in the complete occupation of the 243-metre hill. Six counter-attacks were made in the night, and repulsed.

At 4 a.m. on the 1st inst. a strong counter-attack was made on the south-western top, and bayonet charges ensued until noon, when the Russians ultimately retired to Tieshen and Antzeshan.

The papers believe that the arrangements following this capture are proceeding satisfactorily.

**SKIRMISHES IN MANCHURIA.**

TOKYO, 3rd December.

Marshal Oyama reports that attacks by the Russians on Manchuria on Thursday morning, and Huang-ti and Peltaitze on Friday morning, were repulsed immediately.

**ST. JOHN'S LODGE.**

INSTALLATION OF WOR. BRO. J. L. COTTER.

Bro. J. L. Cotter was last evening installed Right Worshipful Master of Lodge St. John (No. 518 Scottish Constitution) in succession to Wor. Bro. J. A. Tarrant. The ceremony was performed by the Rt. Wor. Bro. Dr. G. P. Jordan, District Grand Master, and the officers of the District Grand Lodge of Hongkong and South China, Scottish Constitution. Wor. Bro. Cotter invited his officers as follows:—  
Bro. N. K. Davidson, Wor. Sen. Warden;  
Bro. C. J. Tyndale Lea, Wor. Jun. Warden;  
Wor. Bro. J. Lochard, Secretary; Bro. A. Ritchie, Treasurer; Bro. H. F. Campbell, Organist; Bro. E. W. Carpenter, Sen. Deacon; Bro. H. W. Strike, Jun. Deacon; Wor. Bro. J. Dickie, Director of Ceremonies; Bro. H. B. Carter, Inner Guard; Bro. T. Blair and J. Anderson, Stewards; Bro. J. Vastons, Tyler.

After the installation a banquet was held in the hall downstairs. About 120 were present. The room was tastefully decorated with evergreens. At the West there was a very pretty Masonic design, a picture of a Master Mason's apron forming the centre. Over the Worshipful Master's chair in the East was a large square and compass in electric light. The following toasts were given:—King and the Craft, by the R.W.M.; Most Worshipful Grand Master of the Grand Lodge of Scotland, by the Rt. Wor. District Grand Master; District Grand Master and Officers of the District Grand Lodge of Scottish Freemasonry in Hongkong and South China, by the R.W.M. and responded to by the D.G.M.; Sister Lodges and Visitors, by the D.S.W.; Hongkong and South China Benevolent Fund Corporation, by Wor. Bro. J. Anderson; The R.W.M. by the I.P.M.; The I.P.M. and his retiring officers, by the R.W.M.; Wives, Sisters, Daughters and Sweethearts of Masons, by the W.J.W.; All Poor and Distressed Masons, by the Tyler. Dr. Jordan's reply was the speech of the evening. He spoke of the brilliant future before Scottish Freemasonry in Hongkong.

Those who contributed to the harmony of the evening were Wor. Bros. J. L. Cotter, J. A. Tarrant, H. B. Bridger, Bro. P. W. Goldring, J. H. Edwards, Evans and Townshend.

St. John's Lodge has completed its twenty-fifth year of actual work.

## The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD, C.I.

LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, DECEMBER 13TH, 1904.

WHATEVER opinion we may form as to the sincerity of Count von Buelow's appeal to the British public, his recent declaration published in the *Nineteenth Century* cannot be looked upon otherwise than as a striking testimony to the good sense of the British nation at large. If, however, the German Chancellor find cause to deplore the recent unfriendly attitude of the English Press generally towards Germany, we can assure him that it is no less a cause of sincere regret in England, and we are glad to see that this has apparently been the position taken up by the Home Press. Quite as sincerely as Count von Buelow himself, the English nation holds that a war between England and Germany would be a monstrous crime, which would moreover indicate ruin to both nations, and would benefit only the rivals of each, who would naturally proceed to avail themselves of the blunder to capture without the necessity of firing a shot the markets of both. Had, however, Count von Buelow been a diligent student



## CORRESPONDENCE.

## BAND PERFORMANCES AGAIN.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 12th December.

SIR,—Either "Banyan" or your compositor must have made a mistake when writing or setting up the "Hongkong Jottings" which appear in your issue of to-day.

The paragraph I refer to is that relating to the Royal West Kent Regiment's Band. Banyan "has no doubt" the attendance will be larger the next time the Band is "privileged to play in the Gardens."

To me the best seems to be on the other foot and the Public and not the Band would appear to be the "privileged party."

This question formed the subject of a very interesting correspondence in your valuable paper some months ago, and the consensus of public opinion as indicated by the letters of your correspondents very clearly favoured the common sense view that the people of Hongkong accept rather than bestow a privilege when they attend such a musical treat as is provided by the Military Bands in general and the West Kent's band in particular.—I have the honour to be, Sir, Your obedient servant,

GOLD LACE.

## ROBINSON ROAD.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 12th December.

SIR,—May I presume to draw the attention of the responsible authority to the disgraceful state of Robinson Road (Kowloon), the wheelbarrows which have been used for removing the earth from the site of the new church have been allowed to make holes and ruts several inches deep, and the loose earth covers the road to a depth in many places of two or three inches. In the present dry weather, with a strong wind blowing most days, this state of things is positively painful to residents as well as to pedestrians; it is impossible to open a window with any comfort, and walking is anything but pleasant, and ricksha riding is positively dangerous.

Contractors and coolies in Kowloon seem to be allowed to do what they please with the roads; are there no by-laws or regulations for the protection of the poor persecuted and long-suffering ratepayer and resident?

The Merry Mob has in this particular case a splendid opportunity to make himself known, and I sincerely trust that Dr. Clarke will at once get on the war path.

Trusting that you will spare me the space for this little growl, which I know will be endorsed by all residents on the Robinson Road.—I am, etc.,

W. K.

## A CORNER IN SALT.

There is a plan on foot, according to native reports, to secure a monopoly of the salt that is shipped from Hongchow to the Shanghai Settlement. Two native exporters are attempting, with the aid of influential foreigners, to get the right to control the salt market of Shanghai. They say that now the salt is being smuggled into that place and the Government is failing to get the revenue. It is not reported what offer is being made to the officials, but "the foreigner who uses his influence in Shanghai" is to receive 300 taels per month for the rest of his life and the one who wins over the Governor to the plan is to receive a pension of 100 taels per month.

## GERMANY AND ENGLAND.

Dealing with Count von Bulow's statement to the XIXth Century, the Mercury says: Nothing that the Count could have done to gain a hearing from the British people was more certain of achieving its end. We as a people like plain-speaking. Be it friend or foe who talks to us, we like plain meaning in plain terms. If there is the slightest suspicion of mental reservation, of evasion, or equivocation of any sort then every act, every word, and every thought comes tainted to us. It is this more than anything else which has widened the breach between ourselves and the Government of the Tsar. It is not fair to say between ourselves and Russia, for Russians are by no means unpopular personally with Englishmen. But having been so grossly deceived again by the Government we have come to the conclusion nothing can be done with Russia without material guarantees that she will carry out her engagements, and that her people in St. Petersburg shall not say one thing and her representatives elsewhere do the opposite.

It seems to be forgotten sometimes that Great Britain and Germany are not only of the same race, but that they have never once in all history fired a shot against each other. Count Bulow repudiates the assertion that Germany is preparing for a naval war against us. Englishmen will be glad to hear it. Germany has just as good a right to a navy as we or anybody else. Whether she has any need for so great a one is a matter upon which we shall probably differ. But when the Count stigmatises war between us as a "monstrous crime" he is saying nothing but what is strictly and literally true. That it would "completely ruin Germany, and partially destroy British trade" is no less true, and the game, notwithstanding the vapouring of fools on both sides, is not worth the candle.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 12th at 11.55 a.m. the barometer has risen in N. China and also, though slightly, in the Philippines. In S. China and Formosa it has fallen. Graduals have become rather steep upon the China Coast and strong N.E. monsoon will prevail in the Formosa Channel, and moderate but increasing monsoon in the northern part of the China Sea. Forecast:—Moderate to fresh N.E. winds, cloudy, fair.

## SUPREME COURT.

Monday, 12th December.

IN APPELLATE JURISDICTION.

BEFORE SIR H. S. BERKELEY (CHIEF JUSTICE) AND MR. T. SERCOMBE SMITH, (PUISNE JUDGE).

TANG TEE U v. THE ATTORNEY-GENERAL.

This was an appeal against a decision of Mr. H. H. J. Gompertz, made when he was presiding over the Land Court, regarding a claim for land in the New Territory, being Claim C.A. Survey District No. 4.

Messrs. M. W. Slade and H. G. Calthrop, instructed by Mr. J. Hurston, appeared for the appellant; the Hon. E. H. Sharp, K.C., and Mr. H. E. Pollock, K.C., instructed by Mr. F. B. L. Bowley (Crown Solicitor), for the Attorney-General.

Mr. Slade—My Lord, the appellant in this case is a trustee for and representative of the five branches of the Tang Clan. He is not appealing on his own behalf alone, but on behalf of himself and fellow clansmen of whom he is trustee; and he claims on their behalf 150 acres of the foreshore in Chung-sha-wan Bay, which is the large bay in the Harbour on the mainland opposite Stonecutter's Island. The rights of the appellant are based on two documents issued by the board or bureau called the Sha Tin Kuk in the year 1890. It is not disputed that these documents are genuine documents or that the Sha Tin Kuk was the proper Chinese authority to issue them. The questions which Your Lordships have to decide are:—first, what is the effect of these documents—what title, if any, do they give to the appellant; and secondly, whether the British Government has the right to confiscate or avoid these rights by anything done or omitted to be done by the appellant. I propose before going into the legal question to define the boundaries in dispute. The boundary on the east of both pieces of land claimed by the appellant is Sham-sui-po; and the boundary on the west, the Lai-chi-kok Custom House—the old Chinese custom house at Lai-chi-kok. The two pieces of land which are claimed are continuous pieces, the one joined to the other.

Mr. Slade here alluded to two exhibits (documents). Continuing—The reason, I may mention, that both have counterfoils is because the man who held the originals would not give them up, and then others were drafted—they sent a petition to the Sun On Magistrate and drafted their own copies. There is nothing, however, between the two documents. The boundary of that piece of land which is the northernmost of the two is stated as the long embankment on the border of people's fields. This northern boundary was rectified in 1892, and it was moved some little way nearer to the sea. The decision was given by the Sun On Court, specially sent down for the purpose of deciding this particular question. In the evidence before the Land Court the appellant stated the effect of that decision. This was the boundary, the appellant pointed out to the British demarcation officers, and was the one which he claimed in the Land Court. It was held in the Land Court that this boundary was the northern boundary; the southern boundary was the sea. It was held by the Land Court in regard to this that the land comprised within that certificate included land only above high water mark (Sec. 14, Page 6 of Judgment). The northern boundary was said fields on taxed property of the same family (referred to in exhibit A. S.). That being the northern boundary, the southern boundary is the sea. The meaning of "The Sea" has been held by the Land Court as low water mark—we admit that. The word sea in the two documents is different—in one it is high water mark and in the other low water mark. The sea being a shifting boundary the area might alter from time to time. Our case is that under these documents (A. S. and A. T.) we obtained title of the land; the case for the Crown, apparently, is that these documents conferred no title.

Mr. Slade here referred to the affidavits.

The Chief Justice—This remains Government waste till put on the registrar—You dispute that?

Mr. Slade said that the Crown's contention was that they were merely licensed to go on the land for specific purposes; this was the principle of Chinese law; they had no right to the property till it was on taxation—there was no authority on that. He would ask their Lordships to take the interpretation of Chinese law to be founded on judgments of Chinese courts—there could be no more competent authority than decisions of courts within that jurisdiction. In the present case there was fortunately a long series of decisions of no less than eight different magistrates who had sat in the Sun On District, and these decisions were before the Court. The great importance of these judgments was that they were given at a time after the document of title on which the appellant relied was given to the place, so the decision of 1890 had reference to the exact set of facts on which their Lordships had to rely. The appellant had possession of the land at that time, and as a matter of fact, continued in possession to the present day. Another most important fact to bear in mind was that this land was never *shing fo* (assessed to taxation).

His Lordship—You never had a title of ownership.

Mr. Slade—The land itself was registered and taxed.

The Hon. E. H. Sharp—It never was. Mr. Slade said that premium had been paid. The land was registered and had paid taxes, and was described as taxed land.

The Hon. E. H. Sharp—The appellant before the Land Court said that he paid no taxes on the sand bank.

Mr. Slade—Paid no assessed taxes. It was formally registered land. A description of it and the area is given in the holding of the family. One copy of this is kept in the provincial treasury, and the other in the Sun On Magistracy. With land, like this, put on the register, when the time comes for it to be surveyed the officials know where to go to for such registration.

The Chief Justice—Land may be held in two ways?

Mr. Slade said that was so. The Crown had put forward a theory of Chinese law, and he (Mr. Slade) at that moment was contending that this was entirely an erroneous interpretation of Chinese law.

The Chief Justice—Was it not that the holder had the right to reclaim the land within a certain time and if he did not do so he lost the right. According to Mr. Justice Smith "Exercise control over the land" was the term used.

Hearing continues.

## POLICE COURT.

Monday, 12th December.

BEFORE MR. H. H. J. GOMPERTZ (FIRST POLICE MAGISTRATE).

A COMEDY OF CHRONOMETERS.

Two motormen, heavily laden with samshu, accused each other of stealing a watch at West Point on Saturday night last. One of them, in possession of a police whistle, was blowing it furiously when a constable appeared on the scene and took the pair in charge. On being searched at the police station, it was found that each man had his own watch. A fine of \$5 for disorderly behaviour was inflicted in each case.

LARCENY.

Chin Chiu was charged with the larceny of a purse containing \$5 from another Chinese in Wing Lok Street. Mr. Dixon (of Mr. John Hastings' office) appeared for the defendant. As the evidence of witnesses for the complainant was rather conflicting, the defendant was discharged.

BEFORE MR. F. A. HAZELAND (SECOND POLICE MAGISTRATE).

ATTEMPTED BURGLARY.

The owner of a fish shop at West Point was woken from slumber in the early hours of Sunday morning by a noise in his shop. On going to "look-see," he saw a man leaving his shop with a basket of fish. The master, accompanied by a fook, ran the man down and gave him in charge. On appearing at the Police Station he was recognised as an old offender, having but recently completed a term of six months, after which he was banished. He was charged with attempting to break in, and imprisoned for twelve months.

DISORDERLY BEHAVIOUR.

A European named Sydnay, together with a Chinaman, was charged with behaving in a disorderly manner at Yaumati. The European struck a Chinaman over the head with his stick, and his Chinese friend followed this up by throwing dirt and stones at his countrymen. The defendants were each fined \$5. Sydnay was further charged with striking the complainant while under arrest. His Worship was informed that this man had given the police considerable trouble of late. He was sent to gaol for 14 days without the option.

THE TALISMAN.

Chinese "doctor" Leung Tak Ming was before the Court for obtaining money under false pretences. It was said that Lai Chan was before the Court for obtaining money under false pretences. He was accused by one of the doctor's sons, who informed him that he was suffering from consumption. Lai Chan was very much surprised to hear this, and of course asked "What must I do to be cured?" The doctor immediately took him to the doctor's shop, of course, tried the needle cure. "Now I'm going to run this needle through you," said the doctor. "Hold your head up." Lai held his head up and felt a prick, and shortly afterwards the doctor informed him that the needle was in his chest. He asked for all the money the gull had on him, which was \$14.50, and then quietly informed his patient that he could not extract the needle until he was paid \$8 more. Lai Chan went to his classmate to borrow the required amount, but this man told him it was "a loax and went with him to the doctor and demanded the return of the money." His doctor refused until a European constable was called in, when he yielded. The doctor stated that the complainant had called asking for a prescription, and as his Worship believed this, he dismissed the case.

ILLICIT OPIUM.

Four Chinese from Ping Chow Island were each fined \$100 for being in possession of illicit opium.

## GAMBLING LAWS.

The Straits Times had the following interesting leading article on November 29th:—

Johore was very empty on Sunday, as a result of the latest regulations which forbid all persons from gambling there. The Hotel was deserted, and compared to ordinary Sabaths, and it is difficult to estimate the revenues of the State will suffer through the new restrictions, because the Farmer cannot be asked to pay his contraband price for the Farm if the authorities forbid his whilom legitimate patrons from playing at his tables. Leaving the ethics of gambling entirely on one side—because there are people who regard even beggar-my-neighbour in the light of a sliding scale to eternal damnation—we cannot recognise the justice of a law that permits the rickless coolie or the house "boy," the *lami* or the muck-bearer to enjoy the privilege of gambling his head off, so to speak, if he feels thus disposed, and denies that privilege to the European, the Eurasian and the indigenous Malay. Morally, no doubt, it is a very good arrangement; legally, however, it seems utterly unjust. It does not seem to be consistent with the idea that the governing race should be discriminated against in favour of the Chinese by the potentate of such a friendly and practically dependent State as Johore. In bringing up and emphasising this point, we doubtless place the authorities in a dilemma, but gambling should not be permitted to one section of the community and be denied to another section; in a country where we are all alleged to be equal in the sight of the law. In these views we differ from many of the more piously minded among our readers who may hold that the ends always justify the means irrespective of the matter of equity. Such a one writes to us under the name of "Observer," and protests because the Johore regulations do not exclude all Chinese Babas as well as Europeans and

## XMAS CARDS.

## LONG HING &amp; CO.

PHOTO GOODS STORE,

17, QUEEN'S ROAD

(SAME PREMISES AS MESSRS. AH CHEE).

Hongkong, 28th November, 1904.

others from the privilege of gambling. He states his case thus:—

Sir,—Those who, like myself, have had ample opportunities of watching the influx of European, Eurasian and Chinese babas visitors to Johore, Sunday after Sunday, will likely agree with me that the regulation which has been passed by the Johore authorities forbidding the entrance into the houses of the gambling fairs there of Europeans and Eurasians, is a wise one; but it seems a pity that the line was drawn there. Had they gone a step further and included all babas who are employed on this side of the water, it would be considerably better. It is well known that positions of trust and responsibility are largely held by Straits born Chinese men, whose mania for gambling is as great as, if not greater than, those who hail from the Celestial Empire. Instances are not wanting in which Straits born Chinese men have been practically ruined in pocket and reputation, though frequenting the gambling halls of Johore. The sequel to such visits is generally most lamentable; misappropriation of the funds of their employers with its consequent results often being one of them. As a class, they perhaps can least afford to indulge in the dangerous and highly pernicious pastime; and yet, in the face of stubborn facts staring them in the face, the authorities at Johore have not deemed it necessary to exclude Straits born Chinese from these dens of vice. There is a most unfortunate impression prevalent among Europeans, that Eurasians also are largely addicted to the vice of gambling, an impression that has sprung from a groundless misapprehension of a certain section of the Eurasian community as a result of too frequent visits to the gambling houses; but as a totally impartial observer, I think it but fair, with the frequent opportunities which I have had of satisfying myself as to the truth or otherwise of this impression, to add, that this class is decidedly in the minority. It should be borne in mind that there are Eurasians and Eurasians, and to say every one of them with the same brush, because of the failings of a comparatively few, is hardly consistent with that sense of justice and fair play which is the attribute of every true-born Briton. To anyone who has been sufficiently interested to study the matter with a view to dispelling the minds of certain people of the false impression that has been created, it should have been no difficult matter and would have cost but little trouble. I have made it a point to watch the passengers by the down train for months at a time, and having done so, can confidently assert that those from among the class referred to, who make it a point to visit Johore on Sundays for the purpose of play, can be counted on the fingers. The same faces of men and women are invariably seen, Sunday after Sunday; thereby enabling one to tell with a certain degree of accuracy who are likely to enjoin themselves for Johore the following Sunday. In the case of these identical few, it might truthfully be said that they are thoroughly imbued with the spirit of gambling, and there is no regulation under the sun that is likely to deter such people from gratifying their inborn mania for play. If Johore were closed to them, they would still find an opportunity elsewhere.

In regard to Chinese nonias who are not permitted to visit the gambling houses at Johore, it seems strange indeed that while they are denied the privilege, husbands, fathers and brothers may do so without any voice being raised in protest. Are there not sufficient and enough wealthy and foolish Chinese men who are not Straits born men, from whom the proprietors of the gambling houses may wheedle all their hard earned dollars without taking in the Straits born Chinese men as well? This is a matter in which the Straits Government is as much interested as all employers, and the moral responsibility rests on them should they omit or neglect to improve the social status of a class in our midst that is by no means insignificant.

Knowing, as we do, the identity of "Observer," we may not criticise the motives of his letter which we know are of the best. At the same time we regard his suggestion of forbidding the Chinese into shops and grocers—Babas and nonias—being in going to present innumerable difficulties if the Babas desire to share the same rights as their alien brother in respect of gambling. As for the alleged gambling propensities of Eurasians, we think "Observer's" apology is scarcely called for. All men are gamblers by instinct. It depends upon how far the man control or uncouth that instinct, to be able to determine whether the liberty given to the instinct is to be described as a vice or a pastime. The inability of some people to control the passion renders gambling a vice so far as they are concerned—and the vice is one which almost invariably brings in its train many miseries to innocent persons. The inability of certain other people to recognise that there are many who can gamble without being vicious in so doing, is not a vice; but it often touches upon that most painful of virtues—bigotry.

The P. & O. steamer *Matta* left Singapore for this port on the 11th inst. at 1 p.m., with the outward English mails, and is due here on the 17th inst. about 2 p.m.

The M.M. steamer *Dumbea*, with the next French mail, left Saigon on the 11th inst. at 5 a.m., and is expected here at daylight on Wednesday.

The O. & O. steamer *Doric*, with mails, &c., left Manila for this port on Sunday at 6 a.m., and is due here this morning.

The L.G.M. steamer *Fritz Eitel Friedrich* left Kobe via Nagasaki and Shanghai on Sunday at 10 p.m., the 11th inst., and may be expected here on Tuesday, the 20th inst.

The J.C.-J. steamer *Typhoon* left Moji for this port on the 10th inst., and may be expected here via Swatow and Amoy on the 21st inst.

The O.S.S. & C.M. steamer *Hyon*, left Singapore on the 11th inst. at daylight, and is due here on the 17th inst. at daylight.

The O.S.S. & C.M. steamer *Sobralense* left Singapore yesterday at noon, and is due here on the 19th inst.

The C.P.R. steamer *Athenian* arrived at Nagasaki at 9 a.m. on Monday, the 12th inst., and left again at 4 p.m. same day for Shanghai, where she is due to arrive at 4 a.m. to-morrow.

The steamer *Lowther Castle* left New York on the 5th inst.

TRADE



MARK.

TELEPHONE No. 135.

## BURGUNDIES

DURING the Change of Seasons FULL-

BODIED, STRENGTHENING WINES

are needed.

1 doz. 2 doz.

Bottles. Bottles.

NUITS ... .. \$16.00 \$19.00

MACON ... .. 17.00 19.00

BEAUNE ... .. 22.00 24.00

VOLNAY ... .. 27.00 —

POISSARD, "Superieur" 32.00 34.00

CHAMBERTIN ... .. 39.00 —

CALIFORNIA ... .. 13.50 15.50

SPARKLING RED ... 33.00 35.00

SOLE AGENTS

H. PRICE &amp; CO.

12, QUEEN'S ROAD CENTRAL.

## ROBINSON

## PIANO Co. LD.

## SPECIAL

## XMAS

## PRESENTS.

## MASTER PIANO PLAYERS

\$385. \$495. \$595. \$700.

TESTED 5 YEARS IN HONGKONG

WITHOUT A FAILURE.

## NEW SINGING

## MACHINES.

NOT A PHONOGRAPHIC ATTEMPT

BUT AN ACTUAL REPRODUCTION

OF THE VOICES OF THE WORLD'S

BEST SINGERS AND BANDS.

\$60 TO \$125.

## BECHSTEIN

## ROYAL PIANOS

AND THE BEST MAKERS OF

EUROPE.

## OUR OWN MAKE

\$400. TO \$550.

## CASH OR CREDIT

## SYSTEM.

Hongkong, 9th December, 1904. [2150]

## DR. NEWELL WILSON,

DENTIST.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 5 P.M.

1st FLOOR, WATKINS' BUILDINGS.

31, Queen's Road Central.

Hongkong, 19th October, 1904. [8]

## FORTHCOMING FASHIONABLE

## CONCERT.

The following is the programme for Wednesday night's concert, at which H.E. the Governor is to be present.—Other particulars appear in the advertisement.

Duet for Violin and Piano.....Baldoni... Dvorak  
Miss Henriette Murkens and Miss Edith Merrylees  
Chanson de Nuits.....Elgar  
Angelo Guard Thee (with violin obligato) B. Godard

Mr. Lamont.  
Jane Solo.....Prelude op. 28 Impromptu A.C. Chopin

Miss Edith Merrylees.  
The Bachantress.....Hartton  
Mrs. Webb.

olin Solo.....Faust-Fantaisie.....Gounod-Sarasate  
Miss Henriette Murkens.

olin Solo.....Chanson de Nuits.....Elgar  
Miss Henriette Murkens.

Miss Henriette Murkens.  
Lovely Spring.....Willems-Comet  
Mr. G. P. Lamont.

no Solo.....Carnival.....Grieg  
Miss Henriette Murkens.

g.....Still wie die Nacht.....Carl Bohm  
Mrs. Webb.

lin Solo.....Dance Tsigane.....Naches  
Miss Henriette Murkens.

no Solo.....Irish Rhapsody.....A. Rosenthal  
Miss Edith Merrylees.







A MAN WHO HAS  
A BUSINESS  
AND DOES NOT  
ADVERTISE IT, IS LIKE  
A MAN WHO WINKS  
AT  
A PRETTY GIRL IN THE DARK:  
HE KNOWS WHAT  
HE IS DOING,  
BUT NOBODY ELSE DOES!!

As WE do, not wish to find ourselves in the same predicament, may we ask you to read carefully our advertisements?  
YOU will know what we are doing!

## GREGOR & CO., WINE AND SPIRIT MERCHANTS.

34, QUEEN'S ROAD, 1st FLOOR

(OPPOSITE POST OFFICE). 2735

### PUBLIC COMPANIES

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN THAT AN EXTRAORDINARY GENERAL MEETING of the Shareholders of the above Company will be held at the COMPANY'S OFFICES, St. George's Building, Praya Central, Victoria, Hongkong, TO-MORROW (WEDNESDAY), 14th day of December, 1904, at 11 A.M., when the subject of the Resolution which was passed at the Extraordinary General Meeting of the Company held on the 26th November, 1904, will be submitted for confirmation as special Resolutions.

1. That the Capital of the Company be increased from \$1,000,000 (divided into 10,000 shares of \$10 each) to \$1,500,000 (divided into 15,000 shares of \$10 each) by the creation of 5,000 new shares of \$10 each to be offered and accepted to be allotted to the persons constituting the Shareholders of the Company according to the Company's Register of Shareholders on the 28th day of February, 1905, at a premium of \$10 for each and every single share of such 5,000 new shares in the ratio and proportion of one New Share for every Two Old Shares in the Company held by the respective Shareholders thereof, the amount payable on each such New Share respectively (including the said premium of \$10 per share) to be paid as to one equal half part thereof on the 31st day of March, 1905, and as to the remainder thereof (including the balance of the said premium) on the 30th June, 1905.

And that failing such allotment as aforesaid the said new shares be disposed of by the General Managers in accordance with the Company's Articles of Association.

And that for the purpose of facilitating the carrying into effect of the above Resolution the Transfer and other Books of the Company be closed for the space of seven days as on and from the 1st day of March, 1905.

Dated this 5th day of December, 1904.  
SHEWAN, TOMES & CO.,  
General Managers.  
HUMPHREYS' ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN THAT a Call of \$7.50 per Share has been made in respect of all Shares not fully paid up, and that such call is payable on 2nd January, 1905, at the Registered Offices of the Company, Alexandra Buildings, Des Vaux Road, Hongkong.

JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 1st November, 1904. [2573]

### NOTICE.

THE HONGKONG TRAMWAY ELECTRIC COMPANY, LIMITED, hereby gives notice that under Section 7 of Ordinance 10 of 1902, they intend to apply to His Excellency The Governor in Council for approval to construct and maintain a Sliding running 50 yards along the Public Street lying between Island Lots 1018 and 1149 with a junction to the lines in Yee Wai Street, and another to the lines in Causeway Bay Road.

For the Hongkong Tramway Electric Company, Limited,  
J. GRAY SCOTT,  
General Manager.  
Hongkong, 10th December, 1904. [2876]

**MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.**

CODE WORD, "DOCK," NAGASAKI. A.I. & B.C., Electric and Engineering Code.

DOCK No. 1 (at TATEGAMI).  
Extreme Length... 523 feet.  
Length on Blocks... 513  
Width of Entrance on Top... 80  
Width of Entrance on Bottom... 77  
Water on Blocks at Spring Tide 264

DOCK No. 2 (at MUKAIJIMA).  
Extreme Length... 371 feet.  
Length on Blocks... 350  
Width of Entrance on Top... 66  
Width of Entrance on Bottom... 53  
Water on Blocks at Spring Tide 23  
PATENT SLIP (at KOSUGE).  
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

The COMPANY has a SALVAGE STEAMER, 712 TONS GROSS, FITTED with POWERFUL SALVAGE PLANT READY AT SHORT NOTICE.

### CARTRIDGES.

IMPORTED EVERY MONTH. THEREFORE ALWAYS FRESH.

ELEY'S, SCHULTZ'S, AMBERITE and KYNOC'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE, and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to 888G. ALL GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO.  
Hongkong 28th November, 1902. 245

### THE END OF OCTOBER AT PORT ARTHUR.

BY MR. CURTIS, OF KOBE, THE ONLY FOREIGNER ACTUALLY AT THE FRONT.

Headquarters of the Third Imperial Army.

3rd November, 1904.

A vigorous bombardment was opened on the afternoon of the 25th October, the enemy's forts on the east and west replying. That afternoon I stood by one of the batteries on the crest of a dip in a long range about 2,500 or 3,000 metres from the Russian fortifications, and had an opportunity of watching the precision and coolness with which the guns are served. Shells were falling close up under the embrasures, on the slope behind and on the opposite hillside, but the guns were loaded, trained, according to directions given by megaphone from an adjacent hilltop, and fired with the regularity of a salute the officer in command of the gun standing up, with arms folded, well above the crest of the parapet. Very few of the Russian shells (6 in) burst. At dusk the fire slackened, but throughout the night the stillness was frequently punctuated by the heavy guns recently mounted in more or less favoured positions on our right and left, and the enemy's powerful electric searchlights kept track of our lines. At 9 o'clock the following morning the bombardment was reopened in earnest by most of our batteries. It was soon evident that an attack in force on the central forts and redoubts was to be made. This section includes Shonshushan (or Pine Tree Fort), Lulushan (one of the Erlang Forts), P Fort (now called Ichinohi Fort), East Chikuanshan, North Battery, and West Chikuanshan. The cannonading began in earnest at 9 o'clock and increased in violence as the morning advanced. All day long the artillery duel continued, the roar of the heavy guns and mortars, the crash of the flying missiles, the fierce hand of shot and shell striking the earth, making awesome music to the untrained ear. As though to provide a most striking contrast Nature was at rest. Perfect peace reigned everywhere, save only in the forts and batteries of the hostile forces where man and the terrific engines of destruction of his devising belched forth their incessant hail of projectiles. Not a breeze stirred the air, the sky was still and motionless, the sun shone beneficently over all. Now and again a flock of geese would fly over the scene, a mile or so high, as though they had been warned to keep well out of danger's way in their flight southward and westward. Only at noon was there a light westerly breeze, but even that was not sufficient to mar the contrast between Nature's peaceful stillness and the frightful turmoil of man's creation. Away in the plain north of the Wolf Range the rough husbandman ploughed, his long furrows for his winter crops, undisturbed by the monster shells which occasionally pierced the still air of the remote hilltops and landed themselves in the fields beyond. It was difficult to realize that less than three miles away fortifications were being pulverised and breaches made to enable men to thrust and stab each other to death.

The stoicism of the Chinaman has not been over-rated, for only a stoic or fatalist would go on filling his ground, remaining in villages where his houses are now and again wrecked by stray shells and his inmates smashed into fragments. A mule or a donkey is killed by a shell that has fallen short, the Chinaman utters an exclamation of surprise, laughs, and pursues his way. He cannot see the average countryman to earn a couple of yen by telling you by gestures which it is impossible to misconstrue that he knows the destructiveness of such missiles.

The bombardment continued until 6 o'clock without intermission, save for a slight lull shortly after midday, when it seemed that even the guns' crews grew exhausted and needed sustenance, and finally died away at 7 o'clock.

Between five and six the great dust was at its height, both in our camp and behind the enemy's lines. It seemed impossible that any living being could survive in the two score or more lines of fire. Over our naval batteries in the centre, south of the Wolf Range, shell poured steadily. Within two short hours twenty shells fell, many of them bursting in a space of less than one hundred yards. This number does not include the missiles which struck in front of or beneath the particular battery I have in mind or outside the path-marked space referred to, or on the hills in the rear. Between four and five o'clock, probably close upon five, an explosion of some kind occurred in or close behind Lulushan Fort. Some time before I also observed what appeared to be a fire in the valley behind East Chikuanshan. At least two of the Japanese batteries had been concentrating their fire on these points. The accuracy of the Japanese artillerists was remarkable. The ranges varied, I believe, from 3,400 to 3,700 metres; but time after time during the morning (when the intervening valley and undulating plain were free of smoke) one was able to note the position where the shells from particular batteries struck. These were the velocity with which a shell travels may be interested to learn that from the moment of discharge to that of impact seventeen seconds elapsed, and the Japanese shells not only struck home but burst, throwing up a heavy mass of smoke and dust and debris, and occasionally baulks of timber, when a bomb-proof chamber was hit.

A little before dusk (the one solitary attraction which this country possesses is its twilight) the right wing delivered an assault on Shonshushan, while the centre advanced on Lulushan. The men sprang out of the advanced saps and dashed up the slopes to the outworks or ravelling up. A fierce hand-to-hand fight ensued, both sides sustaining severe losses (at Lulushan the Japanese casualties were 5 officers and about 400 men), but eventually the

outworks of both forts were captured and held. Numbers were shot down while cutting their way through the barbed wire entanglements, the enemy scorching the slopes with shrapnel as well as rifle fire. Three separate and independent attempts were made during the night to retake the outworks of the fort on Lulushan, but in each case the Russians were driven back, and when day dawned on the 27th the gallant men of the Brigade still held possession. Several small guns, a large number of rifles, bomb-proof shelters, and the wreck of a powerful electric searchlight, fell into the Japanese hands. The bombardment was resumed on the 27th, 28th, and 29th, though the attack was less fierce. The Japanese gunners continued to concentrate their vertical fire mainly upon the East Chikuanshan Fort (North Battery), and on the covered ways, escarpments, and enclaves of Lulushan and Shonshushan (or Pine Tree Fort), while two or three of the batteries poured direct fire upon the Chinese Wall—a protected way in the rear of the two Banloushan forts and the important works already mentioned and connecting the fortifications on the eastern coast (Lulushan and Shonshushan) with grim and commanding Mada (Signal Hill) near the centre and Antoshan and Itashan on the west. Fighting in the saps and approaches and in the advanced trenches on the southern side of East and West Banloushan went on in a more or less desultory way each day and night, but no material change in the situation took place until the 29th, when the Russians made another determined attempt to recapture the outworks of Shonshushan.

There was only one company in the front saps in the early morning when the attack was made and this force was unable to successfully resist and repel the strong force sent against the position. They made a stubborn fight, however, almost all being killed at their posts. The enemy did not remain in the recovered work long, for at 2 o'clock in the afternoon the Japanese advanced again to the assault and retook it after a short and bloody struggle. The Russians left a hundred dead in the ravelling alone and their total casualties on Shonshushan on the 29th were probably not less than 400. The Right wing lost in all 300 killed and wounded on Shonshushan that day. We saw the men jump from the trenches and storm the hill. For fully 20 minutes the slope was alive with shrapnel and ordinary shells, the Russian gunners in the forts on the west observing that another attack was in progress almost as soon as the first group of men appeared in the open. A terrific fire rained upon the north-western slope, the shrapnel cutting up the hill all over the line of advance, and laying not a few men lifeless, but enough succeeded in running through to overpowered the enemy's force and secured the ravelling once more for Japan. For a time it was very difficult, if not impossible, to say where the shrapnel was coming from, and this fact may be held to explain its uninterrupted character, but eventually it was seen to be from a large square-shaped redoubt under, and a little south-east of, Antoshan. Then a Japanese battery on the right wing took a hand in the affair and shell after shell fell in the fort, scattering death among the exposed gunners, and we saw no more of shrapnel fire from that direction that day. The Russian artillerists had their insupportable short one, it is true—but they paid terribly for their privilege.—Kobe Herald.

### HIRANO WATER.

THE QUEEN OF TABLE WATERS.

PURE, SPARKLING, INVIGORATING.

THE LEADING MINERAL WATER OF THE EAST.

Bottled in Japan by H. E. RYNNELL & Co.

Beware of Japanese Imitations.

F. BLACKHEAD & CO., AGENTS.

Hongkong, 31st July, 1903. [2578]

### THE CHINA AND JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

### ELECTRIC BELL INSTALLATIONS

### FITTED AND MAINTAINED.

### ELECTRIC SUPPLIES:

BATTERIES.

ELECTRIC BELLS.

SWITCHES.

TELEPHONES.

INSULATORS.

WIRE, &c., &c.

SEND FOR PRICE LISTS AND

ESTIMATES.

Address—No. 2, ION HOUSE ROAD.

Hongkong, 22nd November, 1904.

NOTICE TO ROWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUPPONJEE'S ROWLOON STORE, No. 36, Elgin Road. Price 15 cents per copy cash.

Hongkong, 22nd December, 1902.

## THE CIGARETTES OF THE FUTURE.

ONCE SMOKED ALWAYS SMOKED.

E. D. PROTOPAPAS & CO.

ALEXANDRIA & CAIRO, EGYPT.

FINEST EGYPTIAN CIGARETTES.

TRADE MARK.



LOTUS.

Large Size \$5.00 per 100

Gold Tippee Medium Size

\$3.75 per 100

ZAFAR.

Large Size \$4.60 per 100

Medium Size \$4.20

KARIM.

Large Size \$3.75 per 100

Medium Size \$3.50

HABIT.

Large Size \$3.00 per 100

Medium Size \$2.75 per 100

SOLE AGENTS FOR HONGKONG:

KRUSE & CO., CONNAUGHT HOUSE.

UNTOUCHED BY HAND.

# MELLIN'S FOOD

For INFANTS and INVALIDS.

MELLIN'S FOOD is free from Starch when prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

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### TO LET

TO LET.

NO. 1, RIFON TERRACE.

A HOUSE in WONG-NEI-CHONG ROAD, facing Race-course.

FLATS in MORETON TERRACE, facing the Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLACK PINE).

GODOWNS; PRAYA EAST.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 29th June, 1904. [175]

### TO LET.

NOS. 19 & 21, SEYMOUR ROAD.

NO. 74, CAINE ROAD.

GODOWNS Nos. 31a, 31b, 31c, Praya East

Possession from 1st January, 1905.

Apply to—COMPTON'S DEPARTMENT, Nippon Yusen Kaisha.

Hongkong, 1st December, 1904. [430]

### TO LET.

A T East Point, a NEW BRICK-BUILT

Water Frontage.

Apply to—JARDINE, MATHESON & CO.

Hongkong, 26th November, 1904. [2762]

### TO LET.

THREE FIRST-CLASS SHOPS,

European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate

Rentals.

Apply to—HUMPHREYS' ESTATE & FINANCE CO., LD.

Hongkong, 21st June, 1904. [2350]

### TO LET.

ONE LARGE GODOWN, No. 112a, Praya

East.

Possession from 1st January, 1905.

Apply to—D. DORABEE, King Edward Hotel.

Hongkong, 25th December, 1904. [2751]

### TO LET.

BANGOUR (PRACA).

BYRIE Unfurnished, to Let in about 2

months. Newly repaired, Painted and Colour-

washed.

No. 7, BELLIOS TERRACE, 1st Row.

No. 20, 11 & 12, 2nd Row.

EDACONSFIELD ARCADE, No. 14.

1st Floor.

BUNGALOW (Furnished), at New Terri-

tory, Kowloon, 4 Rooms, low rental.

Apply to—Linstead & Davis.

Hongkong, 12th December, 1904. [2363]

### TO LET.

THE whole of the SECOND FLOOR of

No. 34, QUEEN'S ROAD CENTRAL

(opposite the General Post Office). Rooms are

light, spacious and well ventilated, 13 in

number, beside Kitchen, Pantry, Bathrooms,

and Servants' Quarters &c., at a very moderate

rent. Immediate Possession.

Apply to—WONG CHU SANG,

Care of Yee Sang Fat & Co.,

34, Queen's Road Central.

Hongkong, 17th November, 1904. [2700]

### TO LET.

GODOWN No. 3, New Praya, Kennedy

Town.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 22nd November, 1904. [2725]

### TO LET.

TO LET.

OFFICE ROOMS at Nos. 12 & 14, Queen's

Road Central (Corner House); also

GODOWNS at Back. Can be let separately

or wholly. Rent moderate, cheaper if the whole

is taken on a long lease.

Apply to—CHUNG SHUN KOO,

12 & 14, Queen's Road Central.

Hongkong, 6th December, 1904. [2832]

### TO LET.

A EUROPEAN HOUSE, No. 158, Praya

East, Four Rooms and Kitchen, Ser-

vants' Quarters, Bathrooms, Hot and Cold

Water. Good Sea View.

Apply to—JARDINE, MATHESON & CO.,

Hongkong, 6th August, 1904. [1177]

### TO LET.

3RD FLOOR, suitable for Office.

Apply to—WING CHEONG,

35, Queen's Road Central.

Hongkong, 3rd June, 1904. [27]

### TO LET UNFURNISHED.

A DESIRABLE EUROPEAN RESI-

DENCE in MACAO, in excellent position

and near Praya Grande.

For terms and particulars, apply to—

SUPERINTENDENT,

E. E. Telegraph Co.

Hongkong, 5th December, 1904. [2819]

### TO LET.

ONE ROOM, on the First Floor of

Alexandre Buildings.

Apply to—SECRETARY,

A. S. Watson & Co., Limited.

Hongkong, 16th December, 1904. [1515]

### TO LET.

A SUITE of TWO ROOMS, on the

Ground Floor of the Annex, suitable for

Offices. For particulars apply to the undersigned.

C. H. GRACE,

Secretary.

Hongkong, 4th June, 1904. [141



## SHIPPING.

## ARRIVALS.

PENNADE, German str., 611, A. P. Underup, 12th Dec., General.—Hoiphong and Hoilow 11th Dec., General.—Jensen & Co.  
 CHOVANG, British str., 1,424, H. J. Roope, 10th Dec., Shanghai 7th Dec., General.—Jardine, Matheson & Co.  
 DILEVIA, British transport, 4,500, E. Mura, 12th Dec., Singapore 6th Dec., General.—Arnfield, Karberg & Co.  
 ELAX, British str., 2,612, E. S. Baker, 12th Dec., General.—Arao Bay 1st Oct., Bulk Oil.—Arnfield, Karberg & Co.  
 HECTOR, British str., 2,446, Edmondson, 12th Dec., General.—Liverpool and Singapore 6th Dec., General.—Butterfield & Swire.  
 KRONOWAT, German str., 1,115, W. Mollmann, 12th Dec., Bangkok via Hoilow 1st Dec., Rice, Meat and Teakwood.—Butterfield & Swire.  
 KUKIANG, British str., 1,328, Harris, 11th Dec., General.—Canton 10th Dec., General.—Butterfield & Swire.  
 LEGASPI, American str., 600, Yribar, 11th Dec., General.—Manila 8th Dec., General.—Barretto & Co.  
 LOONGMOON, German str., 1,243, Kalkofen, 12th Dec., General.—Shanghai 9th Dec., General.—Siemssen & Co.  
 LOONGSANG, British str., 1,092, G. S. Weigal, 12th Dec., General.—Manila 9th Dec., General.—Jardine, Matheson & Co.  
 RUBI, British str., 1,611, R. W. Almond, 12th Dec., General.—Manila 10th Dec., General.—Shewan, Tomes & Co.  
 SHEILA, British str., 2,377, J. White, 12th Dec., General.—Westport via Newcastle 10th Nov., General.—Admiralty.  
 TOWANE, French str., 3,104, E. Girard, 11th Dec., General.—Japan and Yokohama 2d Dec., Kobe 3d and Shanghai 9th, General.—Messageries & Reunis.  
 TOWANE, British str., 1,173, T. W. Selby, 12th Dec., General.—Canton 11th Dec., General.—Butterfield & Swire.  
 YAWATA MARU, Jap. str., 3,817, A. E. Moss, 12th Dec., General.—Melbourne via ports 16th Nov., General.—Nippon Yusen Kaisha.

## CLEARANCES.

AT THE HAMBURG MASTER'S OFFICE.  
 12th Dec.  
 Hainan, British str., for Swatow.  
 Pakhoi, German str., for Swatow.  
 Taisan, British str., for Canton.  
 Tanshing, British str., for Swatow.  
 Yehow, British str., for Shanghai.  
 DEPARTURES.  
 11th Dec.  
 CALLAO, U.S. gunboat, for Canton.  
 HELENA, U.S. gunboat, for Cavite.  
 12th Dec.  
 CHOYANG, British str., for Canton.  
 CHANGSHA, British str., for Australia.  
 HAILAN, French str., for Hoilow.  
 HANGSANG, British str., for Canton.  
 LIDIA, German str., for Canton.  
 PALAWAN, British str., for Yokohama.  
 PRINZ SIGISMUND, German str., for Sydney.  
 SHANTUNG, German str., for Sourabaya.  
 TYR, Norwegian str., for Canton.

## VESSELS IN DOCK.

12th Dec.  
 ARRIVED DOCK.—U.S.S. Fathomer, Agent, H.M.S. Polaris, H.M.S. Vesta, H.M.S. Scilla, H.M.S. Attala.  
 COSMOPOLITAN DOCK.

## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
 FOR SWATOW, AMOY AND TAMSUI.  
 THE Company's Steamship.

"HAIMUN."  
 Captain Robson, will be despatched for the above ports TO-DAY, the 13th inst., at 9 A.M.  
 For Freight or Passage, apply to  
 DOUGLAS LARPAK & CO.,  
 General Managers.  
 Hongkong, 10th Dec., 1904. [2673]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.  
 FOR SYDNEY AND MELBOURNE.  
 (Calling at MANILA, TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)  
 THE Steamship.

"EASTERN."  
 Captain McArthur, will be despatched for the above ports TO-MORROW, the 14th inst., at NOON.  
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
 This Steamer is installed throughout with the Electric Light.  
 A Stewardess and a duly qualified Surgeon are carried.  
 N.B.—To ensure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.  
 For Freight or Passage, apply to  
 GIBB, LIVINGSTON & CO.,  
 Agents.  
 Hongkong, 19th Nov., 1904. [2714]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.  
 FOR MANILA.  
 THE Steamship.

"EASTERN."  
 Captain McArthur, will be despatched for the above ports TO-MORROW, the 14th inst., at NOON.  
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
 This Steamer is installed throughout with the Electric Light.  
 A Stewardess and a duly qualified Surgeon are carried.  
 N.B.—To ensure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.  
 For Passage, apply to  
 GIBB, LIVINGSTON & CO.,  
 Agents.  
 Hongkong, 7th Dec., 1904. [2158]

NIPPON YUSEN KAISHA.  
 FOR NAGASAKI, KOBE AND YOKOHAMA.  
 THE Company's Steamship.

"YAWATA MARU."  
 Captain A. E. Moss, will be despatched for the above ports TO-MORROW, the 14th inst., at NOON.  
 For Freight or Passage, apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.  
 A. S. MIHARA,  
 Manager.  
 Hongkong, 8th Dec., 1904. [2861]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's.  
 2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.  
 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL	NEUBA	Brit. str.	—	F. N. Tillard	P. & O. S. N. Co.	On 17th inst., at Noon.
LONDON & ANTWERP	BENJAMIN	Brit. str.	—	Clark	GIBB, LIVINGSTON & CO.	About 10th Jan.
AMSTERDAM, LONDON & ANTWERP	DIOCE	Brit. str.	1 m.	Young	BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP	MOYNE	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 3rd Jan.
AMSTERDAM, LONDON & ANTWERP	HYSON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 17th Jan.
AMSTERDAM, LONDON & ANTWERP	PHAM	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 31st Jan.
MARSEILLES, &c., via PORTS OF CALL	TOUTAIN	Fren. str.	—	Girard	MESSAGERIES MARITIMES	To-day, at 1 P.M.
MARSEILLES, LONDON & ANTWERP, &c.	MANICA	Brit. str.	—	H. E. Kiteat, R.N.R.	NIPPON YUSEN KAISHA	On 19th inst., at Daylight.
MARSEILLES, LONDON & ANTWERP, &c.	CANDIA	Brit. str.	—	P. E. Prehn	P. & O. S. N. Co.	On 21st inst., at Noon.
BREMEN, via PORTS OF CALL	P. E. FRIEDRICH	Ger. str.	—	Jaburg	MELCHERS & CO.	On 21st inst.
HAVRE, BREMEN & HAMBURG	SENEGAMBIA	Ger. str.	k.w.	Forst	HAMBURG-AMERIKA LINE	On 1st Jan.
HAVRE & HAMBURG	ARMENIA	Ger. str.	k.w.	von Hoff	HAMBURG-AMERIKA LINE	On 10th Jan.
HAVRE & HAMBURG	C. FERD. LAEISZ	Ger. str.	k.w.	Hildebrandt	HAMBURG-AMERIKA LINE	On 22nd Jan.
HAVRE & HAMBURG	AMBRIA	Ger. str.	k.w.	Förk	HAMBURG-AMERIKA LINE	On 27th Jan.
HAVRE & HAMBURG	SITHONIA	Ger. str.	k.w.	Filler	HAMBURG-AMERIKA LINE	On 7th Feb.
HAVRE & HAMBURG	ARCADIA	Ger. str.	k.w.	Behrens	HAMBURG-AMERIKA LINE	On 21st Feb.
HAVRE & HAMBURG	REHMANIA	Ger. str.	k.w.	Lünig	HAMBURG-AMERIKA LINE	On 7th Mar.
HAVRE & HAMBURG	SAMBIA	Ger. str.	k.w.	Dumianovich	SANDER, WIELER & CO.	On 21st Mar.
TRIESTE, &c., via SINGAPORE, &c.	NEUBA	Brit. str.	1 m.	J. Riley	BUTTERFIELD & SWIRE	On 22nd inst.
GENOA, MARSEILLES, HAVRE & LIVERPOOL	HECTOR	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th Jan.
GENOA, MARSEILLES & LIVERPOOL	SHIMOSA	Brit. str.	—	Dodwell & Co., Ltd.	—	About 21st inst.
NEW YORK, via PORTS & SUEZ CANAL	CLAYBURN	Brit. str.	—	—	—	About 30th inst.
NEW YORK, via PORTS & SUEZ CANAL	SENECA	Brit. str.	—	—	—	About 15th Jan.
NEW YORK, via PORTS & SUEZ CANAL	EMPEROR OF JAPAN	Brit. str.	2 m.	H. Pybus, R.N.R.	CANADIAN PACIFIC R. CO.	To-morrow.
VANCOUVER, via SHANGHAI, &c.	ATHENIAN	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 28th inst.
VICTORIA (B.C.) & SEATTLE via NAGASAKI, &c.	PLEIADES	Brit. str.	1 m.	F. G. Purington	BUTTERFIELD & SWIRE	On 23rd inst.
VICTORIA (B.C.) & TACOMA via JAPAN	PLEIADES	Brit. str.	—	Dodwell & Co., Limited	PORTLAND & ASTORIA S.S. CO.	On 9th Jan., at Daylight.
PORTLAND, OREGON	NIROMEDIA	Brit. str.	—	Wagner	GIBB, LIVINGSTON & CO.	To-morrow, at Noon.
AUSTRALIAN PORTS	EASTERN	Brit. str.	—	McArthur	NIPPON YUSEN KAISHA	To-morrow, at Noon.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Brit. str.	—	A. E. Moss	BRADLEY & CO.	On 18th inst.
KOBE & YOKOHAMA	CAIRN	Brit. str.	—	Edmonds	JARDINE, MATHESON & CO.	To-day, at 4 P.M.
KOBE & YOKOHAMA	HINSA	Brit. str.	—	Saver	BUTTERFIELD & SWIRE	To-day.
KOBE & YOKOHAMA	YOHOW	Brit. str.	1 m.	Harris	BUTTERFIELD & SWIRE	To-day.
SHANGHAI & CHINKIANG	KUKIANG	Brit. str.	1 m.	Benson	BUTTERFIELD & SWIRE	To-day.
SHANGHAI	YENAN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI	KWANTUNG	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI	WHAMPOA	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI	MAITA	Brit. str.	—	R. A. Peters	P. & O. S. N. Co.	About 17th inst.
FOOCHOW, via SWATOW & AMOY	TRIUMPH	Jap. str.	—	A. Hansen	OSAKA SHOSHEN KAISHA	On 21st inst., at Daylight.
TAMSUI, via SWATOW & AMOY	FRUITFUL	Jap. str.	—	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	On 18th inst., at Daylight.
TAMSUI, via SWATOW & AMOY	M. STREUT	Jap. str.	—	T. Brandt	OSAKA SHOSHEN KAISHA	On 25th inst., at Daylight.
ANPING, via SWATOW & AMOY	PROVIDENCE	Jap. str.	1 m.	C. Cornelissen	OSAKA SHOSHEN KAISHA	To-day, at Daylight.
SWATOW, AMOY & TAMSUI	HAIMUN	Jap. str.	2 h.	Robson	DOUGLAS LARPAK & CO.	To-day, at 9 A.M.
SWATOW, AMOY & TAMSUI	HAILONG	Jap. str.	2 h.	Pasmore	DOUGLAS LARPAK & CO.	To-day, at 9 A.M.
MANILA	TEAN	Brit. str.	1 m.	Sommerville	BUTTERFIELD & SWIRE	To-morrow, at Noon.
MANILA	EASTERN	Brit. str.	—	McArthur	GIBB, LIVINGSTON & CO.	To-morrow, at Noon.
MANILA & HONOLULU	TEXAN	Brit. str.	—	G. D. Morrison	DODWELL & CO., LTD.	About 15th inst.
MANILA	LOONGSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 16th inst., at 4 P.M.
MANILA	HUBI	Brit. str.	—	W. Almond	SHEWAN, TOMES & CO.	On 17th inst., at 10 A.M.
MANILA	ZAFIRO	Brit. str.	—	R. Rodger	SHEWAN, TOMES & CO.	On 24th inst., at 10 A.M.
MANILA	TREMONT	Brit. str.	—	T. W. Garlick	DODWELL & CO., LTD.	About 28th inst.
AMOY, MANILA, CEBU & ILOILO	KAIFONG	Brit. str.	—	E. Finlayson	BUTTERFIELD & SWIRE	To-day.
KUDAT & SANDAKAN	BOMBRO	Brit. str.	—	E. Mable	MELCHERS & CO.	Quick despatch.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	Brit. str.	—	E. J. Buller	JARDINE, MATHESON & CO.	On 15th inst., at 3 P.M.
BOMBAY via SINGAPORE & PENANG	CAPRI	Ital. str.	—	Belito	CARLOWITZ & CO.	To-morrow, at Noon.

HAMBURG-AMERIKA LINIE.  
OSTASIATISCHER FRACHTDAMPFER-DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

PROPOSED SAILINGS FROM SINGAPORE.		
SUBJECT TO ALTERATION.		
STEAMERS.	DESTINATIONS.	SAILING DATE.
SENEGAMBIA	(HAVRE, BREMEN and HAMBURG).....	On 21st Dec. Freight.
Capt. Jaburg	(Calling at Singapore, Penang and Colombo)	
ARMENIA	(HAVRE and HAMBURG)	On 1st Jan. Freight.
Capt. Forst	(Calling at Singapore, Penang and Colombo)	
C. FERD. LAEISZ	(HAVRE and HAMBURG)	On 10th Jan. Freight.
Capt. von Hof	(Calling at Singapore, Penang and Colombo)	
AMBRIA	(HAVRE and HAMBURG)	On 22nd Jan. Freight.
Capt. Porzelius	(Calling at Singapore, Penang and Colombo)	
SITHONIA	(HAVRE and HAMBURG)	On 27th Jan. Freight.
Capt. Hildebrandt	(Calling at Singapore, Penang and Colombo)	
ARCADIA	(HAVRE and HAMBURG)	On 7th Feb. Freight.
Capt. Forek	(Calling at Singapore, Penang and Colombo)	
ANDALUSIA	(HAVRE and HAMBURG)	On 21st Feb. Freight.
Capt. Filler	(Calling at Singapore, Penang and Colombo)	
REHMANIA	(HAVRE and HAMBURG)	On 7th Mar. Freight & Passengers.
Capt. Dehress	(Calling at Singapore, Penang and Colombo)	
SAMBIA	(HAVRE and HAMBURG)	On 21st Mar. Freight.
Capt. Loring	(Calling at Singapore, Penang and Colombo)	

For Further Particulars, apply to  
**HAMBURG-AMERIKA LINIE.**  
 HONGKONG OFFICE,  
 No. 1, QUEEN'S BUILDINGS.

## INDO-CHINA STEAM NAVIGATION CO., LIMITED.

(PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
KOBE & YOKOHAMA	"HINSANG"	Tues., 13th Dec., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Thurs., 15th Dec., 3 P.M.
MANILA	"LOONGSANG"	Fri., 16th Dec., 4 P.M.

These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.  
 Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.  
 For Freight or Passage, apply to  
**JARDINE, MATHESON & CO.,**  
 GENERAL MANAGERS.  
 Hongkong, 13th Dec., 1904. [1935]

CANADIAN PACIFIC RAILWAY CO.'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
 "Express" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
 R.M.S. "EMPEROR OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 14th Dec.  
 R.M.S. "ATHENIAN" ... 3,882 Tons ... WEDNESDAY, 28th Dec.  
 R.M.S. "EMPEROR OF CHINA" ... 6,000 Tons ... WEDNESDAY, 14th Jan.  
 R.M.S. "TARTAR" ... 4,425 Tons ... WEDNESDAY, 28th Jan.  
 R.M.S. "EMPEROR OF INDIA" ... 6,000 Tons ... WEDNESDAY, 8th Feb.

Hongkong to London, 1st Class ... via St. Lawrence ... £40 ... via New York ... £42.  
 Intermediate and 1st Class ...

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.  
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese or Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to  
**D. W. CRADDOCK,** Acting General Agent,  
 9, FODDER STREET.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon, amusements, Electric Light, Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila.	Sat., 17th Dec., 10 A.M.
ZAFIRO	2540	R. Rodger	Manila.	Sat., 24th Dec., 10 A.M.

For Freight or Passage apply to  
**SHEWAN, TOMES & CO.,**  
 GENERAL MANAGERS.  
 Hongkong, 12th Dec., 1904. [16]

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.  
 CONNECTING AT TACOMA WITH  
 NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA B.C. AND TACOMA

VIA  
 MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
PLEIADES	3,753	F. G. Purington	Friday, December 23rd
TREMONT	9,606	T. W. Garlick	January 10th
LYRA	4,417	G. V. Williams	February 9th
PLEIADES	3,753	F. G. Purington	March 4th

1 Cargo only.

## FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.  
 S.S. TREMONT ... 9,606 tons ... T. W. Garlick ... About 28th Dec.

## FOR MANILA AND HONOLULU (Cargo only).

S.S. TEXAN ... 8,615 tons ... G. D. Morrison ... About 15th Dec.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

## PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to  
**DODWELL & CO., LIMITED,**  
 GENERAL AGENTS.  
 QUEEN'S BUILDINGS.  
 Hongkong, 13th Dec., 1904. [7]

## SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL  
 The following chartered steamers will run at intervals of about 3 weeks:—

S.S. "LOTHIAN"	Captain J. C. Williamson.
S.S. "SOFIA"	Captain G. A. Shepherd.
S.S. "INDRASHAMA"	Captain R. P. Craven.
S.S. "INDRABELLI"	Captain S. Cullington.
S.S. "COURTNEY"	Captain J. W. Martin.
S.S. "SWANLEY"	Captain J. P. Dawson.
S.S. "CRANLEY"	Captain W. B. Steele.
S.S. "IKBAL"	Captain M. Robertson.
S.S. "ASCOT"	Captain C. E. Cox.
S.S. "INKUM"	Captain E. S. Farrow.
S.S. "SIKH"	Captain J. Rowley.
S.S. "SEALDA"	Captain Geo. Brown.

For Freight, apply to  
**GIBB, LIVINGSTON & CO.,**  
 AGENTS.  
 Hongkong, 14th Nov., 1904. [2630]

## VESSELS ON THE BERTH

NORDEUTSCHER LLOYD, BREMEN.

## NOTICE.

STEAM FOR KUDAT AND SANDAKAN.  
 Taking Cargo at Through Rates to  
 TAWAO, LAHAD DATU, LABUAN AND  
 ZAMBOANGA.  
 THE Company's Steamship.

"BORNEO."  
 Captain E. Mable, will be ready to load for the above ports on MONDAY, the 12th inst.  
 For Freight or Passage, apply to  
 MELCHERS & CO.,  
 Agents.  
 Hongkong, 24th November, 1904. [2867]

NAVIGAZIONE GENERALE ITALIANA.  
 (Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGORNO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEBANTINE and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship  
 "CAPRI."  
 Captain Belito, will be despatched as above TO-MORROW, the 14th inst., at NOON.  
 At Bombay the Steamer is discharging in Victoria Dock.  
 For further particulars regarding Freight and Passage, apply to  
 CARLOWITZ & CO.,  
 Agents.  
 Hongkong, 12th Dec., 1904. [4]

REGULAR  
 STEAMSHIP SERVICE TO NEW YORK.  
 VIA PORTS AND SUEZ CANAL.  
 PROPOSED SAILINGS FROM HONGKONG.  
 1904.

"SHIMOSA" ... 28th Dec.  
 "GHAAZE" ... 25th Jan.  
 "SATSUMA" ... 5th Feb.  
 For Freight and further information, apply to  
 DODWELL & CO., LTD.,  
 Agents.  
 Hongkong, 10th Dec., 1904. [877]

COMPAGNIE DES MESSAGERIES MARITIMES.  
 PAQUEBOTS—PORTE FRANCAISE.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.  
 LONDON, HAVRE, BORDEAUX, ALGER.



# OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND SUMATRA PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL...	"HYSON"	On 17th December.
GLASGOW and LIVERPOOL...	"SOBRALENSE"	On 19th December.
GLASGOW and LIVERPOOL...	"PELEUS"	On 27th December.
GLASGOW and LIVERPOOL...	"PRIAM"	On 4th January.
GLASGOW and LIVERPOOL...	"WRAYCASTLE"	On 5th January.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP	"DIOMED"	On 20th December.
AMSTERDAM, LONDON and ANTWERP	"NINGCHOW"	On 22nd December.
AMSTERDAM, LONDON and ANTWERP	"MOYUNE"	On 3rd January.
AMSTERDAM, LONDON and ANTWERP	"HYSON"	On 17th January.
AMSTERDAM, LONDON and ANTWERP	"HECTOR"	On 20th January.
AMSTERDAM, LONDON and ANTWERP	"PRIAM"	On 31st January.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"PELEUS"	On 28th December.

For Freight, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 7th December, 1904.

[10-11]

# CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
KOBE	"YOHCHO"	On 13th December.
SHANGHAI	"TAMSI"	On 13th December.
AMOI, MANILA, CEBU and ILOILO...	"KAIKONG"	On 13th December.
SHANGHAI and CHINKIANG	"KIUKIANG"	On 13th December.
MANILA	"TEAN"	On 13th December.
SHANGHAI	"YUNNAN"	On 14th December.
SHANGHAI	"KWEIYANG"	On 14th December.
SHANGHAI	"WEIYANG"	On 14th December.
SHANGHAI	"WEIYANG"	On 14th December.

The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified  
Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.

For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 13th December, 1904.

[12]

# IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT  
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,  
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,  
AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS  
AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES  
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS	SAILING DATES
PRINZ EITEL FRIEDRICH	WEDNESDAY 21st December 1904
SEYDLITZ	WEDNESDAY 4th January 1905
ROON	WEDNESDAY 18th January
BAYERN	WEDNESDAY 1st February
ZIETEN	WEDNESDAY 15th February
SACHSEN	WEDNESDAY 1st March
PRINZESS ALICE	WEDNESDAY 15th March
PRINZ REGENT LUITPOLD	WEDNESDAY 29th March
PRUSSEN	WEDNESDAY 12th April
PRINZ EITEL FRIEDRICH	WEDNESDAY 26th April

ON WEDNESDAY, the 21st day of DECEMBER, 1904, at NOON, the Steamship  
"PRINZ EITEL FRIEDRICH," Captain E. Frenn, with MAILS, PASSENGERS,  
SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping orders will be granted till NOON on MONDAY, the 19th December. Cargo and  
Specie will be received on Board until 5 P.M. on TUESDAY, the 20th December, and Parcels will  
be received at the Agency's Office until NOON on TUESDAY, the 20th December.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,  
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.  
Lipon can be washed on board.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to  
**MELCHERS & CO., AGENTS.**

Hongkong, 8th December, 1904.

# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON, &c.	"NUBIA"	Noon, 17th December	See Specia Advertisement.
SHANGHAI	"MALTA"	About 17th December	Freight and Passage.
MARSEILLES, LONDON and AMSTERDAM VIA SINGA- PORE, PENANG, COLOM- BO and PORT SAID	"CANDIA"	About 21st December	Freight only.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 12th December, 1904.

# PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG STRAITS VIA INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR  
OPERATING IN THE  
**OREGON RAILROAD & NAVIGATION CO.**

STEAMSHIP	TONS	CAPTAIN	TO SAIL AT DAYLIGHT ON
"NICOMEDIA"	4,370	Wagner	January 9th, 1905.
"NUMANTIA"	4,370	Brehmer	January 25th, 1905.
"ARABIA"	4,483	Bahl	February 20th, 1905.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and  
United States Points. For through rates of Freight and further information, communicate  
with or apply to

**ALLAN CAMERON, GENERAL AGENT.**

Hongkong, 14th October, 1904.

# OSAKA SHOSHEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
ANPING, VIA SWATOW AND AMOI	"PROVIDENCE"	WEDNESDAY, 14th Dec., at Daylight.
TAMSUI, VIA SWATOW AND AMOI	"FRITHJOF"	SUNDAY, 18th Dec., at Daylight.
FOOCHOW, VIA SWATOW AND AMOI	"TRIUMPH"	WEDNESDAY, 21st Dec., at Daylight.
TAMSUI, VIA SWATOW AND AMOI	"M. STRUVE"	SUNDAY, 25th Dec., at Daylight.

On account of the present state of political affairs, all the Company's new steamers have  
been requisitioned for transport service, and the above-named chartered steamers have been  
secured instead for maintenance of the Company's coastal service. As soon as the state of  
affairs permit, the Company will resume running with its specially designed new steamers.  
For Freight, Passage, and further information, apply at the Company's local Branch Office  
at No. 8 Des Vaux Road Central,  
Hongkong, 12th December, 1904.

T. ARIMA, Manager.

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## FOR KOBE AND YOKOHAMA.

THE Steamship  
"CRAIGHEARN,"  
Captain Edmonds, will be despatched as above  
on FRIDAY next, the 16th inst.  
For Freight, apply to  
**BRADLEY & CO.**  
Agents.  
Hongkong, 9th December, 1904.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA,  
INDIA, ADEEN, EGYPT,  
MEDITERRANEAN PORTS.  
PLYMOUTH AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PERSIAN GULF, CONTINENTAL,  
AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

"NUBIA,"  
Captain F. N. Tildard, carrying His  
Majesty's Mails, will be despatched from this Port  
on SATURDAY, the 17th December  
at Noon, taking passengers and cargo for the  
above ports in connection with the Company's  
service. The accommodation in which vessel is  
secured before departure from Hongkong.  
Silk and Valuable, all cargo for France, and  
Tea for London (under arrangement), will be  
transhipped at Colombo into the mail steamer  
proceeding direct to Marseilles and London;  
other cargo for London, &c., will be conveyed  
from Bombay by the R.M.S. "Arabia," due  
in London on the 29th January, 1905.  
Parcels will be received at this Office until  
4 p.m. the day before sailing. The contents  
and value of all packages are required.  
For further particulars, apply to  
E. A. HEWETT,  
Superintendent.

Hongkong, 8th December, 1904.

## FOR MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.

## THE Buckall Line Steamship

"MANICA,"  
Captain Leslie, will be despatched for the above  
ports on MONDAY, the 19th inst., at DAY-  
LIGHT.  
For Freight, apply to  
A. S. MIHARA,  
Agent.

Hongkong, 8th December, 1904.

## FOR CANTON.

## THE new and fast Twin-Screw Steamer

"SAN CHEUNG,"  
951 Tons, Captain J. McGinty, will leave for  
Canton at 9 P.M. on SUNDAYS, TUES-  
DAYS and THURSDAYS and return to  
Hongkong on the following days, leaving Canton  
at 5 P.M. Excellent accommodation, electric  
light, and perfect cuisine. Wharf at Hongkong  
near Harbour Office.

First Class Fare, \$3 each way. Second-  
class, \$1.50 each way. Meals, \$1 each.  
Cargo Freight very moderate.

CHEUNG ON STEAMSHIP CO., LD.  
No. 147, Canton Road Central.  
Hongkong, 15th March, 1904.

## HONGKONG-MACAO LINE.

S.S. "WING CHAI,"  
Captain T. Austin, R.N.E.  
This Steamer departs from Hongkong, on  
Week Days, at 8 A.M.; and on Sundays,  
at 8.30 A.M.; and returns from Macao on Week Days  
about 2.30 P.M. and on Sundays at 6.30 P.M.

FARES—(week days) 1st Class (including cabin  
and servant), single \$3, Return Ticket \$5.  
2nd Class \$1. 3rd Class 50 cents.

Every Sunday will be on Excursion, at the  
following rates:  
1st and 2nd Class, Single Ticket \$1, Return  
\$2. 3rd Class, Single 30 cents, Return  
50 cents, Stewards 10 cents.

Tiffin and Dinner can be supplied either on  
board, or at the Macao Hotel, for returning  
passengers only, at an extra charge of \$2.

On Sundays, Passengers desiring to have a  
Private Cabin, which has accommodation for  
two or more Passengers, will be charged \$3  
extra.

First Class Passengers who do not care to  
return on the Excursion Sunday, will be allowed  
to do so on the following day (Monday) on pro-  
duction of the Return Half Ticket. Should the  
Steamer not run on the Monday, owing to the  
Boiler cleaning, due notice will be given by the  
Captain, and the Half-Ticket will be available  
for the following day.

The Steamer is lit throughout by Electricity.  
The Steamer's Wharf at Hongkong is at the  
Western end of Wing Lok Street.

MING ON & CO.  
2nd Floor, 16, Victoria Street.  
Hongkong, 7th October, 1904.

## NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are  
prepared, during suspension of their  
Trans-Pacific Service and until further notice  
to book cargo and issue Bills of Lading to  
SEATTLE, WASH., VICTORIA, B.C., and  
PACIFIC COAST PORTS, also to OVER-  
LAND POINTS in the UNITED STATES  
and CANADA in connection with the GREAT  
NORTHERN RAILWAY from SEATTLE  
as hitherto by the steamers of the NIPPON  
PACIFIC S.S. CO., BOSTON STEAMSHIP  
and TUGBOAT CO'S, OCEAN S.S. CO.,  
and CHINA MUTUAL S.N. CO.

For Further Particulars, apply at the  
Company's Local Branch Office in Prince's  
Building, First Floor, Chater Road.

A. S. MIHARA,  
Manager.

Hongkong, 20th May, 1904.

## NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS  
in CHINA and JAPAN for the above Line  
are prepared to issue THROUGH BILLS  
OF LADING for all the principal ports in  
SOUTH AFRICA, in connection with the  
CHINA STRAIT, NIPPON, COAST, fortnightly  
service hence to CAPE TOWN. Sailings from  
Cape Town for CAPE PORTS every fortnight.  
For Freight and further particulars,  
apply to  
**DODWELL & CO., LIMITED,**  
General Agents for China and Japan.  
Hankow, 4th August, 1897.

## NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY,  
LIMITED,  
AND  
CHINA MUTUAL STEAM NAVA-  
TION COMPANY, LIMITED.

## CONSIGNEES per Company's Steamer

"MOYUNE,"  
are hereby notified that the Cargo is being  
discharged into Craft, and/or landed at the  
Godowns of the Hongkong and Kowloon  
Wharf and Godown Co., Ltd., where in both  
cases it will be at Consignees' risk. The Cargo  
will be ready for delivery from Craft or Godown  
on and after the 8th inst.

Optional cargo will be landed, unless notice  
has been given prior to steamer's arrival.  
All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined at 11 A.M. on the 13th inst.

No Claims will be admitted after the Goods  
have left the steamer's Godowns, and all Goods  
remaining undelivered after the 13th inst., will  
be subject to rent.

All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the  
16th inst., or they will not be recognised.  
No Fire Insurance has been effected.

**BUTTERFIELD & SWIRE,**  
Agents.

Hongkong, 7th December, 1904.

## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

"SEYDLITZ,"  
OF THE NORDDEUTSCHER LLOYD,  
having arrived, Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of some Treasures and Valuables, are being  
landed and stored at their risk in the Godowns  
of the Hongkong and Kowloon Wharf and  
Godown Company, Limited, Kowloon, whence  
delivery may be obtained.

Optional Cargo will be forwarded unless  
notice to the contrary be given before 1 o'clock  
this Afternoon, 8th inst.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 14th inst., will be subject  
to rent.

All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined on Wednesday, the 14th inst., at  
9.30 A.M.

All Claims must reach us before the 19th  
inst., or they will not be recognised.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by the  
Undersigned.

**NORDDEUTSCHER LLOYD,  
MELCHERS & CO.,**  
Agents.

Hongkong, 8th December, 1904.

## NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA,  
PORT SAID, SUEZ AND STRAITS.

## THE P. & O. S. N. Co.'s Steamer

"PALAWAN,"  
Consignees of Cargo by the above-named  
vessel are hereby informed that their goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon where such  
consignment will be sorted out mark by mark  
and delivery can be obtained as soon as the  
Goods are landed.

This Vessel brings on Cargo :—  
From London, &c., ex s.s. Egypt.  
Optional Goods will be landed here unless  
instructions are given to the contrary before  
2 P.M. TO-DAY.

Goods not cleared by the 16th inst., at 4 P.M.,  
will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

Damaged packages must be left in the Go-  
downs for examination by the Consignee's and the  
Company's representatives at an appointed  
hour. All Claims must be presented within  
ten days of the steamer's arrival here, after  
which date they cannot be recognised. No  
Claims will be admitted after the Goods have  
left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 10th December, 1904.

## MARTIN'S

## APIOL & STEEL

## For Ladies' PILLS

A French Remedy for all Irregularities. Thousands of  
ladies have been cured by this medicine, and it is the  
best of any of its kind. It is the only one that can be  
relied upon. It is the only one that is not dangerous.  
It is the only one that is not expensive. It is the only  
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